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LEGISLATIVE HISTORY

Public Law 86-645

H. R. 7634

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INDEX AND SUMMARY OF H. R. 7634

- June 9, 1959. Rep. Davis, Tenn., introduced H. R. 7634 which was referred to the House Public Works Committee. Print of bill as introduced.
- June 11, 1959 House committee voted to report (but did not actually report) H. R. 7634.
- June 12, 1959 House committee reported H. R. 7634 without amendment. H. Report No. 541. Print of bill and report.
- July 15, 1959 Rules Committee reported a resolution for the consideration of H. R. 7634. H. Res. 317, H. Report No. 676. Print of resolution and report.
- July 16, 1959 House passed H. R. 7634 with amendments.
- July 17, 1959 H. R. 7634 was referred to the Senate Public Works Committee. Print of bill as referred.
- May 31, 1960 Senate committee voted to report (but did not actually report) H. R. 7634 with amendments.
- June 6, 1960 Senate committee reported H. R. 7634 with amendments. S. Report No. 1524. Print of bill and report.
- June 17, 1960 Senate passed H. R. 7634 with amendments.
Senate conferees were appointed.
- June 21, 1960 House conferees were appointed.
- June 29, 1960 Conferees agreed to file a report.
- June 30, 1960 House received the conference report on H. R. 7634. H. Report No. 2064. Print of report.
- July 1, 1960 Both Houses agreed to the conference report on H. R. 7634.
- July 14, 1960 Approved: Public Law 86-645.

DIGEST OF PUBLIC LAW 86-645

AUTHORIZATIONS FOR RIVERS AND HARBORS AND FLOOD CONTROL PROJECTS. Provides authorizations for the construction of various specified river and harbor and flood control projects, for additional appropriations for certain authorized projects, and for the survey and investigation of other specified localities. Establishes a policy of paying a just and reasonable consideration for property acquired for Federal public works projects and a procedure for advising owners and occupants in and adjacent to project areas about timing for acquisition of lands, rights-of-way, relocations, and other requirements.

86TH CONGRESS
1ST SESSION

H. R. 7634

IN THE HOUSE OF REPRESENTATIVES

JUNE 9, 1959

Mr. DAVIS of Tennessee introduced the following bill; which was referred to the Committee on Public Works

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and author-
7 ized to be prosecuted under the direction of the Secretary of
8 the Army and supervision of the Chief of Engineers, in ac-
9 cordance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of sec-
2 tion 1 of the River and Harbor Act approved March 2, 1945
3 (Public Law Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects authorized in
5 this title; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 NAVIGATION

10 Southwest Harbor, Maine: House Document Numbered
11 408, Eighty-fifth Congress, at an estimated cost of \$240,-
12 000;

13 Stonington Harbor, Maine: House Document Numbered
14 36, Eighty-sixth Congress, at an estimated cost of \$198,000;

15 Cotuit Harbor, Massachusetts: House Document Num-
16 bered 142, Eighty-sixth Congress, at an estimated cost of
17 \$320,000;

18 Moriches and Shinecock Inlets, New York: House Doc-
19 ument Numbered 126, Eighty-sixth Congress, at an esti-
20 mated cost of \$6,858,000;

21 Shem Creek, Charleston Harbor, South Carolina: House
22 Document Numbered 35, Eighty-sixth Congress, mainte-
23 nance;

24 Pascagoula Harbor, Mississippi: House Document Num-
25 bered 98, Eighty-sixth Congress, maintenance;

1 Everglades Harbor, Florida: House Document Num-
2 bered 147, Eighty-sixth Congress, at an estimated cost of
3 \$117,200;

4 Miami Harbor, Florida: Senate Document Numbered 71,
5 Eighty-fifth Congress, at an estimated cost of \$3,818,000;

6 Bayou Lafourche and Lafourche—Jump Waterway,
7 Louisiana: House Document Numbered 112, Eighty-sixth
8 Congress, at an estimated cost of \$4,664,000;

9 Bayous Petit Anse, Tigre, and Carlin, Louisiana: Sen-
10 ate Document Numbered 70, Eighty-fifth Congress, at an
11 estimated cost of \$106,000;

12 Gulf Intracoastal Waterway, channel to Port Mansfield,
13 Texas: Senate Document Numbered 11, Eighty-sixth Con-
14 gress, at an estimated cost of \$3,431,000;

15 In addition to previous authorizations, there is hereby
16 authorized the completion of the Barkley Dam project in
17 Kentucky, authorized by the River and Harbor Act of 1954,
18 at an estimated additional cost of \$146,000,000;

19 Mississippi River between Missouri River and Min-
20 neapolis, Minnesota at Dubuque, Iowa: House Document
21 Numbered 56, Eighty-sixth Congress, at an estimated cost
22 of \$38,000;

23 Red Wing Harbor, Minnesota: House Document Num-
24 bered 32, Eighty-sixth Congress, at an estimated cost of
25 \$170,400;

1 Menominee Harbor and River, Michigan and Wisconsin:
2 House Document Numbered 113, Eighty-sixth Congress, at
3 an estimated cost of \$715,000;

4 Kewaunee Harbor, Wisconsin: Senate Document Num-
5 bered 19, Eighty-sixth Congress, at an estimated cost of
6 \$81,900;

7 Two Harbors, Minnesota: House Document Numbered
8 146, Eighty-sixth Congress, at an estimated cost of
9 \$162,000

10 Duluth-Superior Harbor, Minnesota and Wisconsin:
11 House Document Numbered 150, Eighty-sixth Congress, at
12 an estimated cost of \$2,364,000;

13 Ashland Harbor, Wisconsin: House Document Num-
14 bered 165, Eighty-sixth Congress, at an estimated cost
15 of \$1,495,000;

16 Presque Isle Harbor, Michigan: House Document
17 Numbered 145, Eighty-sixth Congress, at an estimated cost
18 of \$215,300;

19 Marquette Harbor, Michigan: House Document Num-
20 bered 154, Eighty-sixth Congress, at an estimated cost of
21 \$236,000;

22 Calumet Harbor, Illinois and Indiana: House Docu-
23 ment Numbered 149, Eighty-sixth Congress, at an estimated
24 cost of \$5,240,000;

1 Toledo Harbor, Ohio: House Document Numbered 153,
2 Eighty-sixth Congress, at an estimated cost of \$14,684,000;

3 Sandusky Harbor, Ohio: House Document Numbered
4 144, Eighty-sixth Congress, at an estimated cost of \$5,800,-
5 000;

6 Cleveland Harbor, Ohio: House Document Numbered
7 152, Eighty-sixth Congress, at an estimated cost of \$2,486,-
8 000;

9 Lorain Harbor, Ohio: House Document Numbered 166,
10 Eighty-sixth Congress, at an estimated cost of \$19,323,000;

11 Ashtabula Harbor, Ohio: House Document Numbered
12 148, Eighty-sixth Congress, at an estimated cost of \$4,077,-
13 000;

14 Buffalo Harbor, New York: House Document Num-
15 bered 151, Eighty-sixth Congress, at an estimated cost of
16 \$2,352,000;

17 Kahului Harbor, Island of Maui, Hawaii: House Docu-
18 ment Numbered 109, Eighty-sixth Congress, at an estimated
19 cost of \$944,500;

20 BEACH EROSION CONTROL

21 South Kingstown and Westerly, Rhode Island: House
22 Document Numbered 30, Eighty-sixth Congress, at an esti-
23 mated cost of \$140,300;

1 Key West, Florida: House Document Numbered 413,
2 Eighty-fifth Congress, at an estimated cost of \$231,200.

3 SEC. 102. That the Secretary of the Army is hereby
4 authorized to reimburse local interests for such work done
5 by them, on the beach erosion projects authorized in section
6 101, subsequent to the initiation of the cooperative studies
7 which form the basis for the projects: *Provided*, That the
8 work which may have been done on these projects is ap-
9 proved by the Chief of Engineers as being in accordance with
10 the projects hereby adopted: *Provided further*, That such
11 reimbursement shall be subject to appropriations applicable
12 thereto or funds available therefor and shall not take prece-
13 dence over other pending projects of higher priority for
14 improvements.

15 SEC. 103. The Secretary of the Army is hereby author-
16 ized and directed to cause surveys to be made at the fol-
17 lowing named localities and subject to all applicable pro-
18 visions of section 10 of the River and Harbor Act of 1950:

19 Calf Island, between Roque Island Bluffs and Sea-
20 wall Point, Maine.

21 Green Harbor, Marshfield, Massachusetts.

22 Nauset Harbor, Massachusetts.

23 Eel Pond, Menauhant, Massachusetts.

24 Pleasant Bay, Massachusetts.

25 Rye Harbor (Playland Marina), New York.

1 Sturgeon Creek, Middlesex County, Virginia.

2 Beresford Creek, South Carolina.

3 Washburn Harbor, Wisconsin.

4 SEC. 104. Title I of this Act may be cited as the “River
5 and Harbor Act of 1959”.

6 TITLE II—FLOOD CONTROL

7 SEC. 201. That section 3 of the Act approved June 22,
8 1936 (Public Law Numbered 738, Seventy-fourth Con-
9 gress), as amended by section 2 of the Act approved June
10 28, 1938 (Public Law Numbered 761, Seventy-fifth Con-
11 gress), shall apply to all works authorized in this title ex-
12 cept that for any channel improvement or channel rectifi-
13 cation project, provisions (a), (b), and (c) of section 3
14 of said Act of June 22, 1936, shall apply thereto, and ex-
15 cept as otherwise provided by law: *Provided*, That the au-
16 thorization for any flood-control project herein adopted re-
17 quiring local cooperation shall expire five years from the
18 date on which local interests are notified in writing by the
19 Department of the Army of the requirements of local coop-
20 eration, unless said interests shall within said time furnish
21 assurances satisfactory to the Secretary of the Army that
22 the required cooperation will be furnished.

23 SEC. 202. The provisions of section 1 of the Act of De-
24 cember 22, 1944 (Public Law Numbered 534, Seventy-
25 eighth Congress, second session), shall govern with respect

1 to projects authorized in this Act, and the procedures therein
2 set forth with respect to plans, proposals, or reports for
3 works of improvement for navigation or flood control and for
4 irrigation and purposes incidental thereto shall apply as if
5 herein set forth in full.

6 SEC. 203. The following works of improvement for the
7 benefit of navigation and the control of destructive flood-
8 waters and other purposes are hereby adopted and author-
9 ized to be prosecuted under the direction of the Secretary
10 of the Army and the supervision of the Chief of Engineers
11 in accordance with the plans in the respective reports here-
12 inafter designated and subject to the conditions set forth
13 therein: *Provided*, That the necessary plans, specifications,
14 and preliminary work may be prosecuted on any project
15 authorized in this title with funds from appropriations here-
16 tofore or hereafter made for flood control so as to be ready
17 for rapid inauguration of a construction program: *Provided*
18 *further*, That the projects authorized herein shall be initiated
19 as expeditiously and prosecuted as vigorously as may be con-
20 sistent with budgetary requirements: *And provided further*,
21 That penstocks and other similar facilities adapted to pos-
22 sible future use in the development of hydroelectric power
23 shall be installed in any dam authorized in this Act for
24 construction by the Department of the Army when approved

1 by the Secretary of the Army on the recommendation of the
2 Chief of Engineers and the Federal Power Commission.

3 BLACKSTONE RIVER BASIN

4 The project for flood protection on Blackstone, Mill, and
5 Peters Rivers, in Woonsocket, Rhode Island, is hereby au-
6 thorized substantially in accordance with the recommenda-
7 tions of the Chief of Engineers in Senate Document Num-
8 bered 87, Eighty-fifth Congress, at an estimated cost of
9 \$2,970,000.

10 CENTRAL AND SOUTHERN FLORIDA

11 In addition to previous authorizations, there is hereby
12 authorized to be appropriated the sum of \$1,000,000 for
13 the prosecution of the central and southern Florida compre-
14 hensive plan for flood control and other purposes approved
15 in the Flood Control Act of 1948, and subsequent Acts of
16 Congress.

17 TRINITY RIVER BASIN

18 The comprehensive plan for improvement of the Trinity
19 River and tributaries, Texas, as authorized by the River and
20 Harbor Act of 1945, is modified to provide for construction
21 of the Bardwell Reservoir on Waxahachie Creek, in the Rich-
22 land, Chambers, and Cedar Creeks watershed, at an esti-
23 mated ultimate net Federal cost for construction in addition
24 to that now authorized of \$5,104,000, substantially in ac-

1 cordance with the recommendations of the Chief of Engi-
2 neers in House Document Numbered 424, Eighty-fifth
3 Congress.

4 GUADALUPE RIVER BASIN

5 The project for flood control on Blieders Creek, Texas,
6 is hereby authorized substantially in accordance with the
7 recommendations of the Chief of Engineers in House Docu-
8 ment Numbered —, Eighty-sixth Congress, at an estimated
9 cost of \$1,060,000.

10 WHITE RIVER BASIN

11 In addition to previous authorizations, there is hereby
12 authorized to be appropriated the sum of \$32,000,000, for
13 the prosecution of the comprehensive plan for the White
14 River Basin authorized by the Flood Control Act of June
15 28, 1938, as amended and supplemented by subsequent
16 Acts of Congress.

17 ARKANSAS RIVER BASIN

18 The general comprehensive plan for flood control and
19 other purposes for the Arkansas River Basin, approved by
20 the Act of June 28, 1938, as amended, and the multiple-
21 purpose plan for the Arkansas River and tributaries,
22 Arkansas and Oklahoma, approved by the River and Harbor
23 Act of July 24, 1946, as amended, are hereby further
24 amended to provide for the incorporation of the two plans
25 into a single plan of development: *Provided*, That authoriza-

1 tions heretofore, herein and hereafter made available for the
2 Arkansas River Basin shall be applicable to the combined
3 plan of development.

4 There is hereby authorized to be appropriated the sum
5 of \$94,000,000 for prosecution of the combined plan of
6 development for the Arkansas River Basin as herein au-
7 thorized.

8 MISSOURI RIVER BASIN

9 In addition to previous authorizations, there is hereby
10 authorized to be appropriated the sum of \$132,000,000 for
11 the prosecution of the comprehensive plan for the Missouri
12 River Basin approved in the Act of June 28, 1938, as
13 amended, and supplemented by subsequent Acts of Con-
14 gress.

15 OHIO RIVER BASIN

16 The project for flood protection on Connoquenessing
17 Creek at Butler, Pennsylvania, is hereby authorized sub-
18 stantially in accordance with the recommendations of the
19 Chief of Engineers in House Document Numbered 110,
20 Eighty-sixth Congress, at an estimated cost of \$1,558,700.

21 The project for the North Fork Reservoir on the North
22 Fork of Pound River, Virginia, is hereby authorized sub-
23 stantially in accordance with the recommendations of the
24 Chief of Engineers in House Document —, Eighty-sixth Con-
25 gress, at an estimated cost of \$3,681,000.

1 MOJAVE RIVER BASIN

2 The plan for flood control on the Mojave River, Califor-
3 nia, is hereby authorized substantially in accordance with the
4 recommendations of the Chief of Engineers in House Docu-
5 ment Numbered 164, Eighty-sixth Congress, at an estimated
6 cost of \$3,070,000.

7 LOS ANGELES RIVER BASIN

8 In addition to previous authorizations, there is hereby
9 authorized to be appropriated the sum of \$30,000,000 for the
10 prosecution of the comprehensive plan approved in the Act
11 of August 18, 1941, as amended and supplemented by sub-
12 sequent Acts of Congress.

13 WALNUT CREEK BASIN

14 The plan for flood protection on Walnut Creek, Cali-
15 fornia, is hereby authorized substantially as recommended by
16 the Chief of Engineers in House Document Numbered 76,
17 Eighty-sixth Congress, at an estimated cost of \$17,980,000.

18 COLUMBIA RIVER BASIN

19 In addition to previous authorizations, there is hereby
20 authorized to be appropriated the sum of \$90,000,000 for the
21 projects and plans for the Columbia River Basin, including
22 the Willamette River Basin, authorized by the Flood Control
23 Act of June 28, 1938, and subsequent Acts of Congress, in-
24 cluding the Flood Control Acts of May 17, 1950, September
25 3, 1954, and July 3, 1958.

1 SEC. 204. The Secretary of the Army is hereby author-
2 ized and directed to cause surveys for flood control and allied
3 purposes, including channel and major drainage improve-
4 ments, and floods aggravated by or due to wind or tidal
5 effects, to be made under the direction of the Chief of Engi-
6 neers, in drainage areas of the United States and its Terri-
7 torial possessions, which include the following-named locali-
8 ties: *Provided*, That after the regular or formal reports made
9 on any survey are submitted to Congress, no supplemental or
10 additional report or estimate shall be made unless authorized
11 by law except that the Secretary of the Army may cause a
12 review of any examination or survey to be made and a report
13 thereon submitted to Congress if such review is required
14 by the national defense or by changed physical or economic
15 conditions: *Provided further*, That the Government shall not
16 be deemed to have entered upon any project for the improve-
17 ment of any waterway or harbor mentioned in this title until
18 the project for the proposed work shall have been adopted
19 by law:

20 Phillippi Creek, Florida.

21 SEC. 205. Title II of the Act may be cited as the "Flood
22 Control Act of 1959".

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

By Mr. DAVIS of Tennessee

JUNE 9, 1959

Referred to the Committee on Public Works

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF
BUDGET AND FINANCE

(For Department
Staff Only)

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For actions of June 11, 1959
86th-1st, No. 96

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HIGHLIGHTS: House debated wheat bill. House subcommittee voted to report bill to increase and extend special milk program. Conferees agreed to file report on Interior appropriation bill (includes FS). Sen. Wiley criticized USDA milk-marketing orders.

HOUSE

1. WHEAT PROGRAM. Concluded debate on H. R. 7246, the wheat bill (pp. 9497-9545, 9559). It is planned to vote on passage of the bill today, June 12 (p. 9545).

Agreed to the following amendments:

The committee amendments to the bill as reported (p. 9525).

By Rep. McGovern, as amended by an amendment by Rep. Moorhead, to limit to \$35,000, beginning with the crop of wheat to be harvested in 1960, the total amount of price support extended to any person each year for wheat through CCC loans or purchases; the amendment exempts cooperative marketing organizations (pp. 9525-28).

By Rep. Latta, as amended by an amendment by Rep. Albert, to provide that farmers eligible to vote in a wheat referendum shall be producers on farms

with respect to which a wheat allotment has been established for the crop of wheat normally harvested in the calendar year in which the referendum is held and who have complied with the acreage allotment (pp. 9528-30).

Rejected the following amendments:

By Rep. Belcher, 114 to 168, to substitute the text of his bill, H. R. 7611, for the committee bill. Among other things Rep. Belcher explained that his proposed amendment would leave "price supports exactly the same" as they are at present and would "eliminate the 15-acre exemption" on the production of wheat (pp. 9530-40, 9501-05).

By Rep. Morris to provide a direct payments plan for wheat (pp. 9533-5, 9540).

By Rep. Brown, Mo., 35 to 92, to provide that if marketing quotas are disapproved for the 1960 crop of wheat, no price support shall be available for the 1960 crop and each subsequent crop (pp. 9535-39).

By Rep. Quie to provide that if marketing quotas are disapproved for the 1960 crop of wheat, the level of price support to cooperators and noncooperators for the 1960 crop and each subsequent crop shall be "not less than 50" per cent of the parity price of wheat (p. 9539).

By Rep. Hagen, 97 to 132, to provide certain exemptions for the over-planting of wheat allotments (pp. 9539-40). A similar amendment by Rep. Hagen was later rejected 105 to 148 (p. 9541).

By Rep. Michel, 99 to 136, to limit to \$50,000 the total amount of CCC loans and purchases to any wheat producer for the 1960 crop (p. 9540).

By Rep. Quie, to require reductions in wheat acreage allotments over and above the 25 per cent reduction required by the bill (p. 9540).

By Rep. Quie, to require a reduction in wheat acreage allotments of 30 percent rather than 25 percent as provided in the bill (p. 9541).

By Rep. Quie, to prohibit price supports and acreage allotments to any producer who permits acreage taken out of production (under the 25 percent reduction provision) to be harvested or grazed (p. 9541).

By Rep. Quie, to repeal the law providing for a 15-acre exemption on the production of wheat "effective beginning with the 1960 crop of wheat" (p. 9541).

By Rep. Latta, to retain the 15-acre exemption instead of reducing it to 12 acres as provided in the bill (p. 9542).

By Rep. Smith, Iowa, to permit CCC to redeem in cash certificates issued for payments in wheat for producers who reduce wheat allotments (p. 9542).

A vote on passage of the bill was postponed until today, June 12, after Rep. Hoffman requested that an engrossed copy of the bill be read (p. 9545).

2. MILK. A subcommittee of the Agriculture Committee voted to report to the full committee with amendment S. 1289, to increase and extend the special milk program. p. D466
3. APPROPRIATIONS. Conferees agreed to file a report on H. R. 5915, the Interior and related agencies appropriation bill for 1960 (includes the Forest Service) (p. D467). House conferees were appointed earlier. Senate conferees have already been appointed (p. 9496). The conferees were granted permission to file a report by midnight Fri., June 12 (p. 9496).
4. FEDERAL BUILDINGS. The Public Works Committee voted to report (but did not actually report) with amendment H. R. 7645, to grant GSA additional authority for the construction, alteration, and acquisition of Federal public buildings. p. D467
5. PUBLIC WORKS; FLOOD CONTROL. The Public Works Committee voted to report (but did not actually report) H. R. 7634, to authorize the construction, repair,

and preservation of certain public works on rivers and harbors for navigation and flood control. p. D467

6. ALASKA. Concurred in the Senate amendments, with an amendment, to H. R. 7120, to amend laws of the U. S. in the light of the admission of Alaska into the Union. pp. 9552-56
7. PUBLIC DEBT. Rep. Patman inserted his statement before the House Ways and Means Committee discussing the President's proposals to raise the public debt limit and increase interest rates on Government bonds. pp. 9566-8
8. LEGISLATIVE PROGRAM. Rep. McCormack announced that the mutual security authorization bill will be considered Mon., June 15. p. 9541

SENATE

9. MILK. Sen. Wiley stated that "under Government milk marketing orders, farmers living in the areas which adjoin ... Washington, D. C., can receive as much as \$6 a hundred for the milk they produce, whereas Wis. farmers who have been shipping milk under orders to Chicago, receive an average of approximately \$3.40 a hundred," and urged "immediate consideration" of this matter by USDA. p. 9453
10. FARM LOANS. Sen. Allott stated that on June 9, the day he introduced S. 2144, to simplify and consolidate the authority of the Secretary of Agriculture with respect to loans to farmers and ranchers, he had inserted an explanation of an earlier draft of the bill, and today he inserted the correct explanation of the bill. pp. 9468-71
11. SURPLUS FOOD. Sen. Hart urged favorable action by the Agriculture and Forestry Committee on an increased food distribution bill, inserted (1) a resolution by the Detroit city council urging an expansion of the food distribution program, a transfer of this activity to HEW, and a food stamp plan, (2) a Detroit Free Press article, "Detroit Offers to Test Surplus Food Stamps -- Grocers Here Back Proposal ...," and (3) a statement by the superintendent of the Department of Public Welfare supporting these proposals and including a summary of USDA surplus commodities program in Detroit. pp. 9480-2
12. CONTRACTS. Sen. Williams criticized certain types of Government contracts, cited several cases where profits were found to be excessive, and urged adoption of his bill, S. 1383, which requires competitive bidding for national defense and civilian goods purchases with certain exemptions. p. 9445
13. FAIR TRADE. Sen. Proxmire inserted and commended a Cincinnati Enquirer editorial, "The Case for Fair Trade," pointing out some advantages of fair trade laws. pp. 9444-5
14. INTEREST RATES; FARM POLICY. Sen. McCarthy compared Treasury Department policy with that of USDA in that Secretary Benson "after he was established in ... office he began talking about 80% of parity; and he said the farm problem would be solved ...; he has got support prices down to 60% of parity, and conditions continue to get worse;" and "in the field of finance ... the interest rates were increased. Things got worse ...; to solve the problem, the administration is proposing further increases in interest rates." pp. 9443-4

15. EMPLOYMENT. Sen. Johnson termed the drop in unemployment "gratifying" but warned "there are still pockets of unemployment," and urged the Labor and Public Welfare Committee's action on a bill to establish a Civilian Conservation Corps (S. 812). Sen. Dirksen said the employment situation is "encouraging and heartening." p. 9441.
- Sen. Keating discussed and inserted the Federal Reserve Board's release on the extent of the economic recovery, scored "pessimists" and "peddlers of doom" who called for large government outlays to provide for economic recovery, stated that to deal with such problems there must be a "selective approach ... not the general shotgun of deficit spending," and inserted two additional articles on the subject. pp. 9449-52
16. FOREIGN AFFAIRS. Sen. Javits reviewed the actions and discussions of the Atlantic Congress composed of parliamentarians and civilians of NATO countries and explained several resolutions of the group on international economic relations. pp. 9461-4
17. TAXES. Sen. Bridges inserted an editorial, "It's the 'Little People Who Pay the Taxes.'" p. 9455
18. ECONOMIC GROWTH. Sen. Bennett reviewed U. S. economic growth, compared our economic position with Russia's, including comparative working times needed to buy food commodities, warned that those who "clamor for a faster rate of growth -- 5 percent, instead of our productive and historic 120 year average of 3.7 percent -- are often the same people who think a little inflation is desirable," and minimized the active role of Government in economic growth. pp. 9471-80

ITEMS IN APPENDIX

19. FORESTRY. Sen. Bennett inserted an editorial discussing the effects of proposals to establish a wilderness preservation system on land in Utah. pp. A5012-13
20. PUBLIC DEBT. Rep. Alger inserted the statement of the chairman of the Board of Governors of the Federal Reserve System before the House Ways and Means Committee supporting the President's proposals to increase the public debt limit and increase interest rates on Government bonds. pp. A5016-7
21. FARM PROGRAM. Sen. Wiley inserted an article by Earl Butz discussing trends and changes in agriculture, including farm capital requirements, decreases in the number of farms, vertical integration in agriculture, and agriculture as an expanding industry. pp. A5021-23
22. APPROPRIATIONS. Rep. Bow inserted a table showing the total appropriations in several appropriation bills for the Departments (including Agriculture) as passed by the House and as passed by the Senate this session of Congress. pp. A5041-2

BILLS INTRODUCED

23. LANDS. S. 2156, by Sen. Moss (by request), and H. R. 7690, by Rep. King, Utah, to amend the act of September 2, 1958, relating to the exchange of lands between the United States and the Navajo Tribe, to clarify the intent of Congress with respect to certain excepted rights; to Interior and Insular Affairs Committee.

June 12, 1959

15. FORESTRY. Passed over, at the request of Sen. Keating, H. R. 2497, to add certain lands located in Idaho to the Boise and Payette National Forests. p. 9591
Sen. Murray urged additional appropriations for the national forests, stated that 20 Senators had signed letters "to the Secretary of Agriculture and Director of the Bureau of the Budget endorsing the recommendation of the Committee on Appropriations that a budget request be submitted during this session of Congress to implement the program for the national forests during fiscal year 1960," and inserted a copy of the letter to the Budget Bureau. p. 9577
16. SURPLUS FOOD. Sen. Humphrey inserted and commended a pamphlet from the National Council of Christian Churches, "Share Our Surpluses," reviewing activities of churches in distributing surplus foods to needy persons overseas. p. 9603
17. POULTRY; FARM LOANS. Sen. Humphrey inserted a resolution of the Northeastern Assoc. of State Departments of Agriculture urging this Department to increase the purchases of dried eggs and poultry for the school lunch program, and extension of the authority of FHA for refinancing farm loans. p. 9603
18. LEGISLATIVE PROGRAM. Sen. Johnson announced that it is expected that the Appropriations Committee will report several appropriation bills for consideration this week, June 15-19. pp. 9571, 9598
19. ADJOURNED until Mon., June 15. p. 9643

HOUSE

20. WHEAT. Passed, 188 to 177, with amendments H. R. 7246, the wheat bill. Passed S. 1968, a similar bill, after amending the bill to substitute the provisions of H. R. 7246, as passed. H. R. 7246 was laid on the table (9644-51, 9687, A5078). Conferees were appointed in both Houses (9633-4, 9651).
Rejected, 141 to 224, a motion by Rep. Belcher to recommit the bill to the Agriculture Committee with instructions to insert the provisions of his bill, H. R. 7611 (9645-7).
21. INTERIOR APPROPRIATION BILL FOR 1960. Received the conference report on this bill, H. R. 5915 (H. Rept. 545). (pp. 9700-2, 9703) See the end of this digest for information regarding Forest Service items, and excerpts from the conference report.
22. EXPERIMENT STATIONS. Received from this Department a report on the State agricultural experiment stations for 1958, pursuant to sec. 7 of the Hatch Act, as amended. p. 9702
23. PRICES; WAGES. The Government Operations Committee reported without amendment H. R. 6263, to amend the Employment Act of 1946 to provide for its more effective administration, and to bring to bear an informed public opinion upon price and wage increases which threaten economic stability (H. Rept. 539). p. 9703
24. PUBLIC WORKS. The Public Works Committee reported without amendment H. R. 7634, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control (H. Rept. 541). p. 9703

25. PERSONNEL. The Post Office and Civil Service Committee voted to report (but did not report) with "technical amendment," H. R. 5178, to provide for health and medical services for civilian employees in Government service overseas and their dependents. p. D472
26. FARM PROGRAM. Received from the Rhode Island Legislature a memorial requesting that a reexamination of the "merits of the farm support program" with a view to aid the consumer and eliminate wasteful and expensive farm surpluses and urging a \$50,000 ceiling on price support benefits. p. 9703
27. PAYMENTS IN LIEU OF TAXES. Received from the Maryland Legislature a memorial urging favorable action on S. 910, to authorize the payment to local governments of sums in lieu of taxes and special assessments with respect to certain Federal real property. p. 9703
28. LEGISLATIVE PROGRAM. Rep. McCormack announced that on Mon. the Consent Calendar will be called and that after that the House will consider H. R. 7500 the Mutual Security authorization bill, and H. R. 3, rules of interpretation concerning the effect of Federal laws on State laws. p. 9651
29. ADJOURNED until Mon., June 15. p. 9702

ITEMS IN APPENDIX

30. FARM PROGRAM. Rep. Lane inserted an editorial which suggests that "Congress should be required to face the fact and take more effective action" to provide a workable farm program. pp. A5047-8
Sen. Murray commended and inserted an address by Clay L. Cochran, AFL-CIO, "Full Employment and the Good Life," favoring a "carefully worked out system of production payments," and a "direct food distribution and/or food-stamp program." pp. A5048-9
Extension of remarks of Rep. Dague stating that "I am entitled to point out that I have consistently opposed the continuance of high supports ...," and inserting an editorial, "Let Congress Face It." pp. A5071-2
Rep. Rogers, Fla., inserted the results of his questionnaire including the farm price support program. p. A5083
31. PUBLIC DEBT. Extension of remarks of Sen. Proxmire inserting an article, "Higher Interest Rates and New Debt Limit to Pay Them," "protesting indignantly the President's high interest rate request." pp. A5049-50
Rep. Alger inserted Maurice H. Stans', Director of the Bureau of the Budget, statement before the H. Ways and Means Committee on the statutory debt limit. p. A5093
32. WATER RESOURCES. Extension of remarks of Sen. Yarborough inserting an editorial, "Waste of Water Can Lead to Real Trouble for United States of America." pp. A5051-2
33. PERSONNEL. Extension of remarks of Rep. Foley inserting an editorial, "Uncle Sam and His Workers," discussing employee-management relations by Federal employees and stating that "shocking conditions reminiscent of a by-gone era in American labor history are the day-to-day experience of thousands of employees of the Federal Government." pp. A5057-9
34. 4-H CLUBS. Extension of remarks of Rep. Edmondson commending the 4-H Club program and giving some background information on the 29th National 4-H Conference which began June 13. p. A5068

RIVER AND HARBOR, BEACH EROSION
CONTROL, AND FLOOD CONTROL
PROJECTS

R E P O R T

OF THE

COMMITTEE ON PUBLIC WORKS

ON

H. R. 7634

A BILL AUTHORIZING THE CONSTRUCTION, REPAIR,
AND PRESERVATION OF CERTAIN PUBLIC WORKS ON
RIVERS AND HARBORS FOR NAVIGATION, FLOOD CON-
TROL, AND FOR OTHER PURPOSES



JUNE 12, 1959.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

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RIVER AND HARBOR, BEACH EROSION CONTROL, AND FLOOD CONTROL PROJECTS, 1959

JUNE 12, 1959.—Committed to the Committee of the Whole House on the State of
the Union and ordered to be printed

Mr. DAVIS of Tennessee, from the Committee on Public Works,
submitted the following

R E P O R T

[To accompany H.R. 7634]

The Committee on Public Works to whom was referred the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

EXPLANATION OF BILL

H.R. 7634 is an authorization bill containing a relatively limited number of recently surveyed projects. Except for the smaller number and amount of authorizations, the bill is otherwise similar to the omnibus river and harbor and flood control bills of 1958 and preceding years, which have been considered at intervals of 2 to 4 years, to provide for the authorization of projects for navigation, beach erosion control, flood control, and related purposes.

The bill is divided into two parts. Title I covers river and harbor works, including navigation and beach erosion control projects, and authorizations for surveys of similar problems in other localities to be carried out by the Corps of Engineers. Title II covers flood-control projects, including several plans for multiple-purpose development, and also for increase in the monetary authorization for comprehensive basin plans previously approved by Congress. In addition, title II includes authorization for one flood-control survey. The monetary amounts for authorization in each title are summarized in the table following these introductory paragraphs.

THE VALUE OF CIVIL WORKS PROJECTS

The authorized civil works projects of the Corps of Engineers have been an important factor in the development and economic growth of the Nation. They have served well, and generally beyond the measure anticipated at the time of their inception, both in peace and war.

The many operating projects are now integral to the well-being of our economy. The navigable waterways improved by the Corps of Engineers at congressional direction now extend over 23,000 miles and provided for movements of 115 billion ton-miles of traffic in 1957. Nearly 300 local flood-protection projects, and 151 flood-control and multiple-purpose reservoirs have prevented over \$9 billion in flood damages to date, nearly 3 times the cost of the flood-control measures.

Thirty-two multiple-purpose projects contain hydroelectric power installations of over 6 million kilowatts of capacity, and these produced 27 billion kilowatt-hours of energy in 1958, or about 20 percent of all the hydropower generated in the United States. It is important to realize that this power output was not only sold to users at rates returning the power project costs to the Federal Treasury but also that they produced economic benefits to the users and to the national economy.

Some 18 of the corps' large reservoirs now in operation provide more than 1.2 million acre-feet of water, equivalent to nearly 400 billion gallons, on contract for municipal and industrial water supply. In addition, in 1958, the corps released from its reservoirs 1.6 million acre-feet of water for irrigation. The normal pools of corps reservoirs provide about 3 million acres of surface area and provided 95 million visitor-days of recreational use in 1958.

All of these uses have increased tremendously in value and extent in recent years. The committee is convinced that the dynamic forces in the national economy and environment will need and use all practicable and sound navigation and water resource developments that it is possible to provide.

NEED FOR BILL

Over the years, the Congress has evolved a body of legislation establishing the Federal interest in civil works projects. As a result of a number of authorizing acts, a considerable Federal program of such projects has been developed. While many of these projects remain to be constructed, many other meritorious problems and projects still await study and consideration by Congress. Constant study of new needs and revision of the program are essential to sound regional and national development and to the most efficient use of our financial and natural resources. Accordingly, the committee considers that proper selection of the projects for actual participation by the United States should be based on the latest analyses of the developing needs of the Nation.

The urgent need for this bill, therefore, is considered apparent. The bill will, specifically, authorize a number of harbor improvements on the Great Lakes on which reports could not be completed in time for the authorization act of 1958. These harbor improvements are necessary to provide an integrated system of navigation harbors and

channels on the Great Lakes that will permit loading modern bulk cargo vessels to the full draft permitted by the authorized connecting channels project and the St. Lawrence Seaway. In addition, the bill contains authorization for several other projects which fully merit inclusion in the authorized program. Authorization of these projects now is considered desirable so that future budgets and appropriation bills can consider inclusion of funds for their planning and construction.

The bill also will increase the monetary authorization for several of the major river basin plans already approved by Congress and on which important progress is being achieved in construction by the Corps of Engineers. The Congress has kept a check on these great undertakings by limiting the monetary authorizations and by requiring the Corps of Engineers to return periodically for further enlargement of their spending authority. It is now necessary that such further authority be given since available authority for appropriations will otherwise be insufficient to maintain progress at a desirable level or may result in cessation of work before a bill can be considered for this purpose in the next session of the Congress.

The committee urges approval of this bill.

SUMMARY TABLES AND DESCRIPTION OF PROJECTS

A tabular summary of H.R. 7634 is contained in the following pages, after which there is a discussion of each of the sections under the respective titles of the bill. Preceding the sections which contain the detailed project descriptions of the navigation, beach erosion, and flood-control projects, there are tabulations of the projects in those respective sections. For convenience, an alphabetical index is contained in the front of this report.

RIVER AND HARBOR, BEACH EROSION CONTROL, AND FLOOD CONTROL PROJECTS

SUMMARY OF BILL

Title I. Rivers and harbors:

Sec. 101:

Navigation projects-----	\$80, 136, 300
Beach erosion control projects-----	371, 500
Monetary authorization (Barkley Dam, Ky.)-----	146, 000, 000

Total, title I----- 226, 507, 800

Title II. Flood control:

Sec. 201:

New projects or project modifications-----	35, 423, 700
Increased basin authorizations-----	379, 000, 000

Total, title II----- 414, 423, 700

Grand total----- 640, 931, 500

TITLE I—RIVERS AND HARBORS

The following is an analysis of title I:

SECTION 101

This section summarizes the project authorizations for navigation and beach erosion in title I. The following table shows the projects in title I, the project document numbers, and the estimated Federal costs for new work, in the order in which they appear in the bill. After the table are summaries of pertinent information for each project.

NAVIGATION

Project	Document No. ¹	Federal cost of new work
Southwest Harbor, Maine.....	H. 408, 85th Cong.....	\$240,000
Stonington Harbor, Maine.....	H. 36, 86th Cong.....	198,000
Cotuit Harbor, Mass.....	H. 142, 86th Cong.....	320,000
Moriches and Shinnecock Inlets, N.Y.....	H. 126, 86th Cong.....	6,858,000
Shem Creek, Charleston Harbor, S.C.....	H. 35, 86th Cong.....	(2)
Pascagoula Harbor, Miss.....	H. 98, 86th Cong.....	(2)
Everglades Harbor, Fla.....	H. 147, 86th Cong.....	117,200
Miami Harbor, Fla.....	S. 71, 85th Cong.....	3,818,000
Bayou Lafourche and Lafourche-Jump Waterway, La.....	H. 112, 86th Cong.....	4,664,000
Bayous Petit Anse, Tigre, and Carlin, La.....	S. 70, 85th Cong.....	106,000
Gulf Intracoastal Waterway, channel to Port Mansfield, Tex.....	S. 11, 86th Cong.....	3,431,000
Lower Cumberland (Barkley Dam), Ky.....	S. 81, 83d Cong.....	(*)
Mississippi River between Missouri River and Minneapolis, Minn., at Dubuque, Iowa.....	H. 56, 86th Cong.....	38,000
Red Wing Harbor, Minn.....	H. 32, 86th Cong.....	170,400
Menominee Harbor and River, Mich. and Wis.....	H. 113, 86th Cong.....	715,000
Kewaunee Harbor, Wis.....	S. 19, 86th Cong.....	81,900
Kahului, island of Maui, Hawaii.....	H. 109, 86th Cong.....	944,500
Great Lakes harbors (deep draft):		
Two Harbors, Minn.....	H. 146, 86th Cong.....	162,000
Duluth-Superior Harbor, Minn. and Wis.....	H. 150, 86th Cong.....	2,364,000
Ashland Harbor, Wis.....	H. 165, 86th Cong.....	1,495,000
Presque Isle Harbor, Mich.....	H. 145, 86th Cong.....	215,300
Marquette Harbor, Mich.....	H. 154, 86th Cong.....	236,000
Calumet Harbor, Ill. and Ind.....	H. 149, 86th Cong.....	5,240,000
Toledo Harbor, Ohio.....	H. 153, 86th Cong.....	14,684,000
Sandusky Harbor, Ohio.....	H. 144, 86th Cong.....	5,800,000
Cleveland Harbor, Ohio.....	H. 152, 86th Cong.....	2,486,000
Lorain Harbor, Ohio.....	H. 166, 86th Cong.....	19,323,000
Ashtabula Harbor, Ohio.....	H. 148, 86th Cong.....	4,077,000
Buffalo Harbor, N.Y.....	H. 151, 86th Cong.....	2,352,000
Total, navigation (28 projects).....		80,136,300

BEACH EROSION

South Kingstown and Westerly, R.I.....	H. 30, 86th Cong.....	\$140,300
Key West, Fla.....	H. 413, 85th Cong.....	231,200
Total, beach erosion (2 projects).....		371,500
Grand total (30 projects).....		80,507,800
*Additional monetary authorization for completion of Barkley Dam, Ky.....		146,000,000
Total, title I.....		226,507,800

¹ H. indicates House document; S. indicates Senate document.² Maintenance.

NAVIGATION PROJECTS

SOUTHWEST HARBOR, MAINE

(H. Doc. 408, 85th Cong., 2d sess.)

Location.—Southwest Harbor is a small cove indenting the southwesterly shore of Mount Desert Island, about 13 miles southwesterly of Bar Harbor and 2 miles southwest of Northeast Harbor, both of which are federally improved.

Report authorized by.—River and Harbor Act approved September 3, 1954.

Existing project.—None.

Recommended plan of improvement.—Dredge two adjoining anchorage areas of 5 acres each, westerly of Clark Point, the westerly one to a depth of 6 feet and the easterly one to a depth of 10 feet.

Estimated cost.—Price level of March 1957:

Federal.....	\$240, 000
Non-Federal.....	¹ 10, 000
Total.....	250, 000

¹ Required cash contribution.

Local cooperation.—(a) Make a cash contribution of 4 percent of the general navigation costs due to recreational boating benefits, a sum presently estimated at \$10,000; (b) furnish all lands, easements and rights-of-way, necessary for construction of the improvement; (c) hold and save the United States free of damages; (d) provide and maintain adequate public landing with respect to the 6-foot anchorage area open to all on equal terms; and (e) provide and maintain depths in access channels and berthing areas commensurate with project depths. Local interests have indicated their willingness and ability to furnish the items of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$3, 800	\$1, 100	\$9, 900
Maintenance.....	2, 000	200	2, 200
Total.....	10, 800	1, 300	12, 100
Annual benefits:			
Benefits to the commercial fishing fleet due to increased fish catch and reduction in storm damage.....			33, 200
Benefits to recreational craft due to increased use and reduction in storm damage.....			2, 700
Total.....			35, 900

Benefit-cost ratio.—3.0.*Comments of the Bureau of the Budget.*—No objection.

Remarks.—The proposed anchorage basins will provide safe refuge and improved operating conditions for the large fishing and recreational traffic in this locality, and are amply justified. An equitable local cash contribution will be required in recognition of recreational benefits of a local nature.

STONINGTON HARBOR, MAINE

(H. Doc. 36, 86th Cong., 1st sess.)

Location.—Stonington Harbor, Maine, is on the southern tip of Deer Island in the eastern part of Penobscot Bay, about 10 miles northeast of Vinalhaven and 22 miles east of Rockland.

Report authorized by.—Resolution adopted June 27, 1956, by House Committee on Public Works.

Existing project.—No Federal project in the harbor. A Federal project for Deer Island Thoroughfare, the main approach to the harbor, provides for a depth of 15 feet.

Recommended plan of improvement.—Provides for three anchorage areas as follows: An anchorage area 650 feet long and 300 feet wide in Allen Cove dredged to a depth of 6 feet below mean low water, an anchorage area 700 feet long and 330 feet wide adjacent to Greens

Head to a depth of 6 feet, and an anchorage area 400 feet long and 200 feet wide adjacent to Staple Point to a depth of 8 feet.

Estimated cost.—Price level of April 1957:

Federal.....	\$198, 000
Non-Federal.....	¹ 22, 000
Total.....	220, 000

¹ Required cash contribution.

Local cooperation.—(a) Contribute in cash 10 percent of the cost of construction due to recreational boating benefits, presently estimated to be \$22,000; (b) furnish without cost to the United States all lands, easements, and rights-of-way for construction and maintenance; (c) hold and save the United States free from damages due to the construction and maintenance; and (d) provide and maintain a public landing in Allen Cove open to all on equal terms. Local interests have indicated that they will furnish the items of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$7, 000	\$300	\$7, 800
Maintenance.....	2, 500		2, 500
Total.....	9, 500	300	10, 300
Annual benefits:			
Reduction in operating cost, storm damages and use as a harbor of refuge to the commercial fishing fleet.....			15, 600
Decrease in shipping cost to mail and supplies to the out-lying islands.....			1, 000
Reduction of storm damages, use as a harbor of refuge and increased use to the recreational fleet.....			3, 500
Total.....			20, 100
Benefit-cost ratio.....			1. 9

Comments of the Bureau of the Budget.—No objection.

Remarks.—The large amount of waterborne traffic at Stonington Harbor warrants Federal assistance. The proposed anchorage areas will benefit both transient and local boats by reduction of damages and operating costs. An equitable local cash contribution is required in recognition of the semilocal nature of the recreational benefits.

COTUIT HARBOR, MASS.

(H. Doc. 142, 86th Cong.)

Location.—On the south shore of Cape Cod about 27 miles east of New Bedford, Mass.

Report authorized by.—Resolution by the Committee on Public Works of the House of Representatives adopted January 28, 1947.

Existing project.—There is no Federal project.

Recommended plan of improvement.—Provides for an entrance channel, 10 feet deep, 150 feet wide, and 0.8 mile long, from Nantucket Sound into West Bay; a channel, 8 feet deep and 1.8 miles long, from the West Bay entrance through West Bay and the bridge at Osterville, and into Great Bay, 100 feet wide in open areas, 31 feet wide at the bridge, and 60 feet wide for 850 feet north of the bridge; and

a channel, 8 feet deep, 60 feet wide, and 1.6 miles long, from the West Bay entrance through Seapuit River into Cotuit Bay.

Estimated cost.—Price level of April 1958:

Federal.....	\$320,000
Non-Federal.....	¹ 320,000
Total.....	640,000

¹ Required cash contribution.

Local cooperation.—Contribute in cash 50 percent of the cost of construction due to recreational boating benefits, and that such contribution, presently estimated at \$320,000, be paid either in a lump sum prior to commencement of construction, or in installments prior to commencement of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final allocation of cost to be made after actual costs have been determined; provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas for the construction and subsequent maintenance of the project, when and as required; hold and save the United States free from damages due to the construction and maintenance of the project; and provide and maintain two suitable public landings or wharves with adequate berths in accordance with plans approved by the Chief of Engineers, open to all on equal terms; maintain the jetties at the entrance to West Bay. Local interests have indicated that they will meet the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$12,300	\$11,300	\$23,600
Maintenance.....	29,200	0	29,200
Maintenance of navigation aids.....	900	0	900
Total.....	42,400	11,300	53,700
Annual benefits: Recreational boating.....			61,210
Benefit-cost ratio.....			1.1

Comments of the Bureau of the Budget.—No objection.

Remarks.—The improvements proposed will provide adequate entrance and interior channels connecting the several small bays at Cotuit Harbor facilitating use by the large recreational boating fleet in the locality. The proposed local cooperation in the provision of the general navigation facilities is considered equitable in view of the semilocal aspect of recreational navigation benefits.

MORICHES AND SHINNECOCK INLETS, N.Y.

(H. Doc. 126, 86th Cong.)

Location.—Moriches and Shinnecock Inlets are the easternmost of five openings through the narrow, sandy barrier beach on the south shore of Long Island which separates the Atlantic Ocean from a series of interconnected bays. The inlets are 80 and 95 miles, respectively, by water east of the Battery, New York City.

Report authorized by.—River and Harbor Act approved March 2 1945.

Existing project.—No Federal project at the two inlets but the Long Island Intracoastal Waterway traverses the two bays and connecting channels landward of the inlets.

Recommended plan of improvement.—Stabilization of each inlet by rehabilitation of existing revetments and jetties, extension of existing jetties, provision of sand bypassing facilities; entrance channels 10 by 200 feet; and inner channels 6 by 100 feet to the intracoastal waterway.

Estimated cost.—(Price level, July 1957).

	Federal	Non-Federal	Total
Moriches.....	\$3,331,000	¹ \$2,725,000	\$6,056,000
Shinnecock.....	3,527,000	¹ 2,071,000	5,598,000

¹ Cash contribution because of large local benefits to recreational boating, from improved tidal flow and from beach erosion control.

Local cooperation.—Improvement of Moriches Inlet: Prior to construction, local interests agree to contribute in cash 45 percent of the cost of construction by the Corps of Engineers, presently estimated at \$2,725,000, and agree to contribute in cash 50 percent of the maintenance, operation, and replacement, presently estimated at \$93,000 annually, or perform work of equal value when and as acceptable to the Chief of Engineers; improvement of Shinnecock Inlet: Prior to construction, local interests agree to contribute in cash 37 percent of the cost of construction by the Corps of Engineers, presently estimated at \$2,071,000, and agree to contribute in cash 38 percent of the maintenance, operation, and replacement, presently estimated at \$71,000 annually, or perform work of equal value when and as acceptable to the Chief of Engineers; and provided further that, in connection with the improvement of each inlet, local interests, prior to construction, agree to: (a) make the cash contributions either in a lump sum prior to commencement of the work, or in installments prior to commencement of pertinent work items, in accordance with work scheduled as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs have been determined; (b) furnish, free of cost to the United States, all lands, easements, rights-of-way, and suitable spoil-disposal areas for the initial work and for subsequent maintenance, when and as required; (c) hold and save the United States free from damages due to the construction and maintenance of the project; (d) provide and maintain suitable terminal facilities when and as required for the accommodation of vessels that would navigate the inlets and adjacent bays, open to all on equal terms; and (e) maintain, for the duration of the economic life of the project, continued public ownership of the publicly owned shores and their administration for public use, and continued availability for public use of the privately owned shores upon which a portion of the Federal share of the cost is based. Local interests are willing and able to meet these requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Moriches:			
Interest and amortization.....	\$119,400	\$96,400	\$215,800
Maintenance and operation.....	93,000	93,000	186,000
Maintenance, navigation aids.....	2,600		2,600
Total.....	215,000	189,400	404,400
Shinnecock:			
Interest and amortization.....	125,900	73,300	199,200
Maintenance and operation.....	118,000	71,000	189,000
Maintenance, navigation aids.....	2,100		2,100
Total.....	246,000	144,300	390,300
		Moriches	Shinnecock
Annual benefits:			
Navigation:			
Increased fish and shellfish catch in ocean.....		\$140,000	\$146,000
Improved conditions for operation and protection of boats using the inlets.....		37,600	75,200
Subtotal.....		177,600	221,200
Improved tidal flow:			
Increased shellfish and oyster production in the bays.....		172,400	153,000
Pollution abatement.....		70,000	2,000
Increased boating in the bays.....		46,600	65,200
Subtotal.....		289,000	220,200
Beach erosion control.....		242,500	376,100
Total.....		709,100	817,500
Benefit-cost ratio.....		1.8	2.1

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended projects for Moriches and Shinnecock Inlets comprise logical and economically justified means of meeting the needs for improvement of these areas. The measures proposed will stabilize the inlets, stimulate offshore commercial fishing, benefit recreational boating and fishing, provide needed access to harbors of refuge, and contribute to the control of beach erosion and the reduction of bay pollution by improving tidal flows. The costs allocated to navigation, improvement of tidal flow, and beach erosion control have been apportioned between the Federal Government and local interests in accordance with normal practice for projects serving these purposes.

SHEM CREEK, CHARLESTON HARBOR, S.C.

(H. Doc. 35, 86th Cong.)

Location.—Shem Creek, a small tidal tributary about 2 miles long, enters lower Charleston Harbor, S.C., from the northeast at the town of Mount Pleasant.

Report authorized by.—River and Harbor Act approved July 24, 1946.

Existing project.—Improvement of Shem Creek is presently provided as part of the authorized project for Charleston Harbor. The improvement consists of a channel 10 feet deep and 110 feet wide,

from a flared entrance at Hog Island Channel to and including a turning basin, 130 feet wide and 400 feet long, opposite the public wharf at Mount Pleasant.

Plan of recommended improvement.—Maintenance of a channel in Shem Creek, 10 feet deep, 90 feet wide, and about 1,150 feet long upstream from the head on the existing project, and to provide for maintenance of a channel 10 feet deep and 90 feet wide in Hog Island channel from Shem Creek to the Atlantic Intracoastal Waterway.

	Federal	Non-Federal	Total
Estimated cost:			
Construction	0	0	0
Increased maintenance	\$3,800	\$350	\$4,150
Project economics:			
Annual charges:			
Interest and amortization, (1954 dredging)	90	90	180
Maintenance:			
Shem Creek extension	1,800		
Hog Island channel (portion allocated to traffic on Shem Creek extension)	1,200	350	3,350
Hog Island channel (portion allocated to traffic on presently authorized portion of Shem Creek)	800	0	800
Total annual charges	3,890	440	4,330
Annual benefits: Shem Creek extension			5,900
Benefit-cost ratio, Shem Creek extension:			
Including costs of 1954 dredging			1.67
Future maintenance only			1.8

NOTE.—The maintenance costs of \$800 per year assigned to traffic on the existing portion of the Shem Creek channel are considered amply justified by the benefits thereto.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Federal assumption of maintenance of the Shem Creek and Hog Island channels is considered proper and justified in view of the use of these channels for general navigation.

PASCAGOULA HARBOR, MISS.

(H. Doc. 98, 86th Cong.)

Location.—On Mississippi Sound, in Jackson County, Miss., 32 miles west of the entrance to Mobile Bay, Ala.

Report authorized by.—House Public Works Committee resolution, August 16, 1950; Senate Public Works Committee resolution, June 10, 1957.

Existing project.—A channel 25 feet deep and 300 feet wide across the outer bar at Horn Island Pass, thence 22 feet deep and 225 feet wide across Mississippi Sound and up Pascagoula River to Louisville & Nashville Railroad bridge, thence 22 feet deep and 150 feet wide up Pascagoula and Dog Rivers to Highway 63 bridge over Dog River, thence 12 feet deep and 125 feet wide, via a cutoff channel through Robertson and Bounds Lakes to mile 4 on Dog River. The River and Harbor Act approved September 3, 1954, authorized modification of the existing project in accordance with plans on file in the office, Chief of Engineers.

Plan of recommended improvement.—Improvement of the Pascagoula Harbor ship channel from the Gulf of Mexico to the Louisville & Nashville Railroad bridge, generally as authorized by the River and Harbor Act of 1954, to provide a channel 35 feet deep and

325 feet wide through Horn Island Pass, thence 30 feet deep and 275 feet wide through Mississippi Sound and up the Pascagoula River to the railroad bridge, and a turning basin with a depth of 30 feet, 950 feet wide, and 2,000 feet long on the west side of the channel below the railroad bridge; maintenance of the existing Bayou Casotte channel and basin to 30 foot depth and 225 width from the Pascagoula Harbor ship channel in Mississippi Sound to the mouth of Bayou Casotte, a distance of 3 miles; a 30 foot deep and 300 foot width in the inner channel for a distance of 1 mile; a depth of 30 feet, width of 1,000 feet and length of 1,750 in the turning basin; and maintenance of the existing channel in Dog River, from the upper limit of the Federal project at mile 4 to the vicinity of mile 6, to a depth of 12 feet and width of 125 feet.

Estimated cost.—

Project document	Federal	Non-Federal	Total
Pascagoula Channel.....	\$1, 189, 000	0	\$1, 189, 000
Bayou Casotte.....	(1)	(2) 2, 000, 000	2, 000, 000
Dog River channel.....	(3)	0	0

¹ Aids to navigation will cost \$15,100. Maintenance only.

² Sum has already been expended.

³ Maintenance only.

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil-disposal areas; provide suitable public terminal facilities, open to all on equal terms, and maintain adequate depths for navigation adjacent thereto; hold and save.

Project economics.—

Annual charges:	Project document
Pascagoula channel.....	\$197, 000
Bayou Casotte.....	155, 000
Dog River channel.....	1, 000
Annual benefits:	
Pascagoula channel.....	355, 000
Bayou Casotte.....	1, 004, 000
Dog River channel.....	3, 200
Benefit-cost ratio:	
Pascagoula channel.....	1.8
Bayou Casotte.....	6.5
Dog River channel.....	3.2

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the report of the Chief of Engineers, House Document No. 98, 86th Congress, is the supporting document for the improvements authorized in the River and Harbor Act of 1954. In addition to the Pascagoula channel which was previously authorized, the Chief of Engineers recommended maintenance by the Federal Government of the Bayou Casotte and Dog River channels which have been improved by local interests. It is noted that local interests have expended about \$2 million in the improvement of the Bayou Casotte channel and \$63,000 on the Dog River channel, and the committee considers it a savings to the Federal Government in accepting these channels for maintenance. The committee, accordingly, included language in the bill authorizing Federal maintenance of the projects.

CHANNEL AND HARBOR AT EVERGLADES, FLA.

(H. Doc. 147, 86th Cong.)

Location.—In Collier County, on the west coast of southern Florida.

Report authorized by.—River and Harbor Act approved March 2, 1945.

Existing project.—There is no authorized Federal project at Everglades.

Plan of recommended improvement.—Channel 60 feet wide and 8 feet deep from the Gulf of Mexico to mile 1.5 in Barron River at Everglades, Fla., with a turning basin about 0.5 acre in area near the upper end.

Estimated costs.—

Federal	\$117, 200
Non-Federal	24, 600
Total	141, 800

Local cooperation.—Contribute in cash 14 percent of the cost of construction (\$19,000); provide lands, easements, rights-of-way, and spoil-disposal areas, including dikes and spillways; hold and save; provide and maintain mooring facilities and utilities, including a public landing with suitable facilities, open to all on equal terms. Local interests have indicated their willingness and ability to comply with the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$5, 600	\$900	\$6, 500
Maintenance	11, 000	.....	11, 000
Total	16, 600	900	17, 500
Annual benefits:			
Benefits to fishing boats and commercial craft .....	.....	15, 700	.....
Benefits to recreational boats .....	.....	6, 000	.....
Total .....	.....	21, 700	.....
Benefit-cost ratio .....	.....	1.2	.....

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the costs of the recommended improvements have been apportioned between the Federal Government and local interests in accordance with normal procedures for projects of this kind. The project is economically justified with a benefit-cost ratio of 1.2.

MIAMI HARBOR, FLA.

(S. Doc. 71, 85th Cong., 2d sess.)

Location.—Miami Harbor is in Biscayne Bay, a shallow, salt-water sound on the Atlantic coast near the southern end of the Florida Peninsula.

Authority.—Senate Committee on Commerce resolution adopted July 10, 1945.

Existing project.—Channel 30 feet deep and 500 feet in the ocean to the outer end of north jetty, thence 300 feet wide through the entrance cut and across Biscayne Bay to and including a turning basin

1,400 feet long and 1,350 feet wide on the westerly side of Biscayne Bay in front of the municipal terminals at Miami; jetties at the entrance and revetments at the entrance cut; improvements at Virginia and Dinner Keys, and minor channels not pertinent to this report.

Plan of recommended improvement.—Easing bend of channel in the ocean and widening the 300-foot section to 400 feet; enlarging present turning basin by 300 feet on the south and 300 feet on the northeast; irregular basin 30 feet deep along north side of Fisher Island, 900 feet wide and 1,900 feet long; abandonment of authorized features at Virginia Key and Dinner Key no longer necessary.

Estimated cost.—Price level February 1957:

Federal.....	\$3, 818, 000
Non-Federal.....	2, 116, 000
Total.....	5, 934, 000

Local cooperation.—Furnish lands, easements, and spoil-disposal areas (adequately diked or bulkheaded); hold and have the United States free from damages; provide adequate terminal and transfer facilities open to all on equal terms; make necessary alterations and relocations; contribute in cash 21.6 percent (\$1,051,000) toward the first cost of Federal dredging, because of land enhancement. Local interests are willing to comply with requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$137, 300	\$74, 600	\$211, 900
Maintenance.....	39, 700	0	39, 700
Total.....	177, 000	74, 600	251, 600
Annual benefits:			
Reduction of delays and damages.....			357, 000
Land enhancement.....			153, 000
Total.....			510, 000
Benefit-cost ratio.....			2.03

Comments of State and Federal agencies.—

Department of the Interior: Makes several comments but does not object to report.

State of Florida: The Governor states that the interest of the State as a whole is not directly involved and does not object from that standpoint.

Comments of the Bureau of the Budget: No objection.

Remarks.—The committee held extensive hearings on this project in order to receive the views of all concerned. The proponents of the project indicated a desperate need for an adequate port facility in the Miami area and highly endorsed the plan recommended by the Chief of Engineers. Opponents of the project, principally property owners on Palm Island, Hibiscus Island, and Star Island, and the city of Miami Beach, object to the improvement. The committee after careful consideration of the views of all concerned has included an item in the bill authorizing the project. Present port facilities of Miami are inadequate for present and prospective commerce. It is felt that there is a definite need for the improvement and that its construction will ultimately benefit all of the people.

BAYOU LAFOURCHE AND LAFOURCHE-JUMP WATERWAY, LA.

(H. Doc. 112, 86th Cong.)

Location.—Bayou Lafourche, a former distributary of the Mississippi River extends in a southerly direction from the Mississippi River at Donaldsonville 107 miles to the Gulf of Mexico at Belle Pass. "The Jump" is an opening in the right bank of the Mississippi River about 9 miles above the Head of Passes.

Authority.—House Committee on Rivers and Harbors resolution, November 13, 1946; River and Harbor Act approved March 2, 1945; and Flood Control Act approved December 22, 1944.

Existing project.—Permanent closure of the head of Bayou Lafourche without a lock; a channel 6 feet deep and 60 feet wide from Napoleonville to the Intracoastal Waterway at Lockport, and a channel of same dimensions from the Intracoastal Waterway at Larose to the Gulf of Mexico via Belle Pass; closure of Pass Fourchon and a jettied entrance at mouth of Belle Pass. Bayou Lafourche between Lockport and Larose has been improved, as part of the Intracoastal Waterway, to provide a 9 by 100 foot channel.

Recommended plan of improvement.—An auxiliary channel, 12 feet deep and 125 feet wide, from the Intracoastal Waterway at mile 37 west of Harvey lock, generally parallel to and west of Bayou Lafourche along Grand Bayou Blue, to Bayou Lafourche below the highway bridge at Leeville at mile 12, thence in the bayou to the 12-foot depth in the Gulf of Mexico; dredging a channel 9 feet deep and 100 feet wide in Bayou Lafourche from Leeville to the vicinity of Golden Meadow; extending the existing jetties at Belle Pass from 6-foot to 12-foot depth, if found advisable; dredging a channel 12 feet deep and 125 feet wide from Bayou Lafourche at Leeville easterly through Southwest Louisiana Canal to and through Bayou Rigaud.

Estimated cost.—Price level December 1956:

Federal	\$4, 664, 000
Non-Federal	1, 343, 000
Total	6, 007, 000

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil-disposal areas; make necessary alterations to pipelines and other facilities; dredge and maintain a connecting channel 12 by 125 feet from Golden Meadow to the auxiliary channel; construct, maintain, and operate a pontoon bridge across the auxiliary channel; hold and save the United States free from damages. Local interests have indicated that they will meet the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$165,000	\$47,400	\$212,400
Operation and maintenance.....	69,600	30,000	99,600
Total.....	234,600	77,400	312,000
Annual benefits:			
Savings in transportation of petroleum, sulfur and equipment and supplies.....			353,600
Harbor of refuge.....			3,500
Reduced operating costs for fishing fleet.....			87,700
Total.....			444,800
Benefit-cost ratio.....			1.4

Comments to the Bureau of the Budget.—No objection.

Remarks.—The proposed auxiliary channel and increase in project depths will permit use of modern waterway equipment with resulting savings well in excess of the costs.

BAYOUS PETIT ANSE, TIGRE, AND CARLIN, LA.

(S. Doc. 70, 85th Cong., 2d sess.)

Location.—Bayous Petit Anse, Tigre, and Carlin are in the coastal area of south Louisiana just north of Vermillion Bay.

Authority.—Senate Public Works Committee resolution adopted March 24, 1954.

Existing project.—Provides for channel 9 feet deep and 80 feet wide in Bayou Petit Anse from the Gulf Intracoastal Waterway to the north end of Avery Island, a distance of about 6 miles; channel 9 feet deep and 80 feet wide in Bayou Carlin from its mouth at Bayou Petit Anse to Lake Peigneur, a distance of about 7.6 miles; channel 5 feet deep and 40 feet wide in Avery Canal from the Gulf Intracoastal Waterway to Vermillion Bay; protection at Federal expense of the piers of a railroad bridge over Bayou Carlin at Delcambre, La., made necessary by the channel in Bayou Carlin.

Recommended plan of improvement.—Channel in Avery Canal 7 feet deep and 60 feet wide; a mooring area along the right bank of Bayou Carlin below the south edge of Delcambre 9 feet deep, about 1,300 feet long with a width varying from about 200 feet at the upstream end to 125 feet at the downstream end.

Estimated cost.—Price level November 1956:

Project economies.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$128,000	0	\$128,000
Operation and maintenance.....	165,000	0	165,000
Total.....	293,000	0	293,000
Annual benefits:			
Increased seafood catch.....			102,000
Savings operating costs (fishing vessels and offshore oil operations).....			188,000
Reduced hazards to small craft.....			22,000
Savings in transportation of tropical fruit.....			4,000
Total.....			316,000
Benefit-cost ratio.....			1.1

	Federal	Non-Federal	Total
Avery Canal.....	\$41,000	0	\$41,000
Mooring area.....	65,000	\$42,000	107,000
Total.....	106,000	42,000	148,000

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil disposal areas; hold and save the United States free from damages; provide necessary mooring facilities and an access roadway; make all necessary alterations to buildings and utilities; establish a competent and properly constituted public body empowered to regulate the use and development of the mooring area open to all on equal terms; maintain and operate the mooring area and its facilities, including maintenance dredging between the realigned channel and the mooring facilities. The Town Council of Delcambre agreed to provide the necessary local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Avery Canal:			
Annual charges:			
Interest and amortization.....	\$1,440	0	\$1,440
Operation and maintenance.....	10,000	0	10,000
Total.....	11,440	0	11,440
Annual benefits:			
Reduction in vessel damages.....			15,000
Reduction in delays.....			11,300
Total.....			26,300
Benefit-cost ratio.....			2.3

	Federal	Non-Federal	Total
Mooring area:			
Annual charges:			
Interest and amortization.....	\$2,300	\$1,430	\$1,440
Operation and maintenance.....	0	5,700	5,700
Total.....	2,300	7,130	9,430
Annual benefits: Reduction in travel time.....			20,000
Benefit-cost ratio.....			2.1

Comment of the Bureau of the Budget.—No objection.

Remarks.—The proposed mooring area below Delcambre will relieve the serious congestion of fishing and shrimp boats seeking refuge during rough weather in the gulf. Enlargement of Avery Canal will decrease damages and delays to vessels. The requirement that local interests maintain the mooring area because of local benefits is considered equitable.

GULF INTRACOASTAL WATERWAY

CHANNEL TO PORT MANSFIELD, TEX.

(S. Doc. 11, 86th Cong.)

Location.—Port Mansfield, on the southern coast of Texas about 93 miles south of Corpus Christi and 38 miles north of Port Isabel, is a shallow-draft harbor recently developed on the mainland shore of Laguna Madre. It is separated from the Gulf of Mexico by Padre Island.

Authority.—Resolutions of Senate Public Works Committee adopted June 17, 1949, and House Public Works Committee adopted September 29, 1949, and April 21, 1953.

Existing project.—The existing Federal project consists of the Gulf Intracostal Waterway, 12 feet deep and 125 feet wide, traversing Laguna Madre with a tributary channel 12 feet deep and 125 feet wide extending 1.4 miles to a turning basin 400 feet wide and 600 feet long at Port Mansfield.

Recommended plan of improvement.—Plan provides for an entrance channel from the gulf, 16 feet deep and 250 feet wide, to Padre Island; thence a channel 14 feet deep and 100 feet wide through Padre Island to the Gulf Intracostal Waterway, with two turnout curves at the waterway; thence 14 feet deep and 125 feet wide to a turning basin at Port Mansfield; a turning basin 14 feet deep and 400 feet wide for a length of 1,200 feet with an irregular extension having a maximum width of 1,000 feet; a shrimp boat basin 12 feet deep, 350 feet wide, and 1,450 feet long; a small-craft basin 8 feet deep, 160 feet wide, and 800 feet long; and parallel stone jetties at the gulf entrance, 2,300 feet and 2,190 feet long on the north and south sides of the channel, respectively.

Estimated cost (price level May 1958).—

Federal	\$3, 431, 000
Non-Federal	0
Total	3, 431, 000

Local cooperation.—Furnish all lands, easements, rights-of-way, and spoil-disposal areas; hold and save the United States free from damages; construct and operate adequate terminal facilities for handling and icing seafoods open to all on equal terms. Local interests have indicated that they will meet the requirements of local cooperation.

Comments of the Bureau of the Budget.—No objection.

Remarks.—In addition to the presently evaluated benefits the committee considers that the improvement is further warranted by the probable future development of offshore oilfields which will require

servicing by shore facilities. In addition, local interests have already made serious efforts at Port Mansfield to develop their own harbor project, and Federal assistance by adoption of the proposed project is warranted.

MISSISSIPPI RIVER AT DUBUQUE, IOWA

(H. Doc. 56, 86th Cong.)

Location.—On the right bank of the Mississippi River 579 miles above the mouth of the Ohio River.

Report authorized by.—House Public Works Committee resolution, adopted April 22, 1947.

Existing project.—Provides for a 9-foot channel along this reach of the Mississippi River.

Plan of recommended improvement.—Construction of a commercial harbor with a depth of 9 feet over an area of about 9 acres.

Estimated cost.—Price level (January 1958) :

Federal.....	\$38, 000
Non-Federal.....	5, 000
Total.....	43, 000

Local cooperation.—Furnish without cost to United States all lands, easements, and rights-of-way; hold and save the United States free from damages; maintain terminal facilities; accomplish alterations to sewer and other utilities; and deepen and maintain berthing areas adjacent to docks, to the same depth as the harbor. Local interests have indicated ability to meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 410	\$180	\$1, 590
Maintenance.....	6, 000	710	6, 710
Total.....	7, 410	890	8, 300
Annual benefits: Transportation savings on movements of petroleum, scrap iron, and salt.....			73, 250
Benefit-cost ratio.....			8.8

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvement will provide a well-justified Federal harbor project at Dubuque that can be used by vessels plying the Federal 9-foot channel on the Mississippi River.

RED WING HARBOR, MINN.

(H. Doc. 32, 86th Cong., 1st sess.)

Location.—On the right bank of the Mississippi River 67 miles below the head of the authorized 9-foot navigation channel at Minneapolis.

Report authorized by.—Resolutions by the Committee on Public Works of the Senate and House adopted March 24, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a 9-foot channel in the Mississippi, and a harbor for small boats.

Recommended plan of improvement.—Enlargement of the harbor by dredging a basin, averaging 300 feet in width and 1,200 feet in length, to a depth of 9 feet.

Estimated cost.—Price level (September 1957) :

Federal.....	\$170, 400
Non-Federal.....	¹ 31, 000
Total	201, 400

¹ Includes a cash contribution of \$4,000 because of the land enhancement benefits.

Local cooperation.—Contribute in cash 2.3 percent of the cost of construction, exclusive of lands and rights-of-way, facilities, and aids to navigation, presently estimated at \$4,000; provide all lands, easements, and rights-of-way; provide and maintain adequate public terminal and transfer facilities; accomplish alterations of all utilities as well as their maintenance; hold and save the United States free from damages. Local interests have indicated willingness and ability to meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$6, 020	\$1, 100	\$7, 120
Maintenance of navigation aids.....	150	0	150
Maintenance.....	1, 800	0	1, 800
Total.....	7, 970	1, 100	9, 070
Annual benefits:			
Transportation savings on movement of coal, scrap metal, and steel.....			11, 880
Land enhancement.....			580
Total.....			12, 460
Benefit-cost ratio.....			1.4

Comments of the Bureau of the Budget.—No objection.

Remarks.—The improvement will relieve congestion in barge movements and facilitate use of commercial navigation terminals provided by local interests. An equitable degree of local contribution is proposed in recognition of land-fill benefits to result from disposal of spoil dredged in project construction.

MENOMINEE HARBOR AND RIVER, WIS. AND MICH.

(H. Doc. 113, 86th Cong.)

Location.—On the west shore of Green Bay at the mouth of Menominee River, between the cities of Menominee, Mich., on the north bank and Marinette, Wis., on the south bank.

Report authorized by.—Resolutions adopted by the Committees on Public Works of the U.S. Senate and House of Representatives on January 28, 1955, and June 29, 1955, respectively.

Existing project.—Provides for an entrance channel 600 feet wide and 21 feet deep from that depth in Green Bay for a distance of 2,200 feet to the outer end of the entrance piers at the mouth of the river; entrance piers; a channel 300 feet wide and 21 feet deep for a distance of 3,800 feet between the piers and in the river up to the Ogden Street

Bridge; a channel 200 feet wide and 21 feet deep for a distance of 4,700 feet above the bridge to the upper end of the Marinette municipal wharf; a channel generally 90 feet wide and 12 feet deep for a distance of 2,500 feet above the municipal wharf to the vicinity of the Marinette Yacht Club; and a turning basin 21 feet deep on the south side of the channel immediately below the wharf.

Recommended plan of improvement.—Provides for a depth of 26 feet in the approach channel from that depth in Green Bay to a point 400 feet inside the entrance piers, thence a depth of 24 feet to the end of the existing deep-draft channel at the Marinette municipal wharf, with no change in authorized widths; and an enlargement of the existing turning basin by dredging an additional 2 acres to a depth of 21 feet.

Estimated cost.—Price level (July 1958):

Federal.....	\$715, 000
Non-Federal.....	52, 000
Total.....	767, 000

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project and for subsequent maintenance, when and as required; hold and save the United States free from damages due to the construction and maintenance of the improvements; and provide and maintain depths in berthing areas adjacent to the stone and coal docks, commensurate with the depths in the Federal project area. Local interests have offered adequate assurances of cooperation.

	Federal	Non-Federal	Total
Project economics:			
Annual charges:			
Interest and amortization.....	\$25, 500	\$2, 500	\$28, 000
Maintenance.....	4, 000	0	4, 000
Total.....	29, 500	2, 500	32, 000
Annual benefits: Transportation savings on coal and limestone.....			35, 300
Benefit-cost ratio.....			1. 1

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvements are warranted to permit deeper loading of vessels bringing coal and limestone to Menominee Harbor.

KEWAUNEE HARBOR, WIS.

(S. Doc. 19, 86th Cong.)

Location.—At the mouth of Kewaunee River on the west shore of Lake Michigan, 105 miles north of Milwaukee, Wis.

Report authorized by.—Resolution by the Committee on Public Works of the U.S. Senate, adopted May 24, 1956.

Existing project.—Provides for a north breakwater and shore connection with a combined length of 3,130 feet; removal of the outer 1,400 feet of the 1,850-foot north entrance channel pier; a south pier 1,850 feet long; an entrance channel 2,800 feet long and 20 feet deep leading to a turning basin of the same depth, the width of the outer 1,500 feet of channel being 525 feet, thence decreasing to 156 feet be-

tween the piers, and removal of the outer shoal to a depth of 22 feet.

Plan of recommended improvement.—Provides for enlarging the turning basin by removing the southerly 100 feet of Fisherman's Point to a depth of 20 feet; dredging a channel 100 feet wide and 20 feet deep for a distance of 620 feet from the north limit of the turning basin to the north basin; and dredging to a depth of 20 feet in the north basin over widths increasing from 100 feet in the channel to 500 feet in the north 200 feet of the basin. Provides further for the elimination of the provision for removal of the outer shoal from the existing project authorization.

Estimated cost.—Price level (July 1958) :

	Federal	Non-Federal	Total
Turning basin.....	\$15,500	\$1,000	\$16,500
Channel extension.....	66,400	None	66,400
Total.....	81,900	1,000	82,900

Local cooperation.—Furnish without cost to the United States all lands, easements and rights-of-way necessary for the construction and subsequent maintenance of the improvements, and hold and save the United States free from damages due to construction and maintenance of the improvements. Local interests have indicated willingness to cooperate in the project.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Turning basin:			
Interest and amortization.....	\$600	\$100	\$700
Maintenance.....	500	0	500
Total.....	1,100	100	1,200
Channel extension:			
Interest and amortization.....	2,440	0	2,440
Maintaining aids to navigation.....	60	0	60
Maintenance.....	1,500	0	1,500
Total.....	4,000	0	4,000

	Turning basin	Channel extension
Annual benefits:		
Savings on car ferry operation.....	\$10,500	-----
Savings on tug service and delays.....		\$4,700
Benefit-cost ratio.....	8.8	1.2

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the proposed improvements for Kewaunee Harbor will eliminate present delays to vessels and eliminate need for tug service. The project is economically justified and the committee has accordingly included an item in the bill authorizing the project.

KAHULUI HARBOR, ISLAND OF MAUI, HAWAII

(H. Doc. 109, 86th Cong.)

Location.—Kahului Harbor is situated on the northern coast of Maui Island, 94 nautical miles southeast of the port of Honolulu and 125 nautical miles northwest of the port of Hilo.

Authority.—Resolution, House of Representatives, Committee on Public Works, adopted April 21, 1953.

Existing project.—Existing Federal project provides an east breakwater 2,850 feet in length, a west breakwater 2,390 feet in length, a harbor basin 2,000 feet long with a maximum width of 1,450 feet and an entrance channel 600 feet wide between breakwaters, all to a depth of 35 feet. Non-Federal improvements provide terminal facilities and an access street to the wharf.

Recommended plan of improvement.—Enlargement of the turning basin by dredging an area on the west end of the harbor 2,400 feet long and 600 feet wide to a 35-foot depth.

Estimated cost.—Price level February 1958:

Federal.....	\$944, 500
Non-Federal.....	205, 500
Total.....	1, 150, 000

Local cooperation.—Provide lands, easements, and rights-of-way; hold and save the United States free from damages; provide terminal facilities, utility alterations, and spoil-disposal area including dikes; contribute 3.1 percent of cost of basin enlargement presently estimated at \$30,200, for land enhancement benefits. Local interests have indicated they will meet the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$34, 000	\$7, 200	\$41, 200
Operation and maintenance.....	5, 000	1, 000	6, 000
Total.....	39, 000	8, 200	47, 200
Annual benefits:			
Navigation savings: Reduction of delays of vessel arrivals and departures, reduction of maneuvering time, prevention of vessel groundings.....			126, 900
Land enhancement: Creation of new land by fill from dredging.....			8, 300
Total.....			135, 200
Benefit-cost ratio.....			2.9

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed enlargement and deepening of the turning basin will increase the efficiency of vessel operations in the harbor and decrease damage from groundings, thereby lowering transportation costs of waterborne commodities in the area. The local nature of benefits resulting from land fill during dredging is equitably recognized in the proposed local cash contribution.

GREAT LAKES HARBORS—INTERIM REPORT ON TWO HARBORS, MINN.

(H. Doc. 146, 86th Cong.)

Location.—On the northwest shore of Lake Superior in Agate Bay about 26 miles northeast of Duluth, Minn.

Report authorized by.—Resolutions by the Senate and House Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing projects.—Provides for a protected maneuvering area of of about 150 acres to depths of 26 and 28 feet, protected by narrowing the harbor entrance with a breakwater on the east side 1,628 feet long and one on the west side 900 feet long.

Recommended plan of improvement.—Modification of the harbor to provide for depths of 28 and 30 feet in the project maneuvering area.

Estimated cost.—Price level (August 1958) :

Federal.....	\$162, 000
Non-Federal.....	46, 000
Total.....	208, 000

Local cooperation.—Furnish all lands, easements, and rights-of-way for construction and subsequent maintenance; hold and save the United States free from damages; and provide and maintain depths in berthing areas adjacent to the iron ore pier commensurate with the depths provided in the project area. Local interests have indicated they will meet the prescribed requirements.

Project Economics.—

Annual charges: Interest and amortization:

Federal.....	\$5, 900
Non-Federal.....	2, 100

Total.....	8, 000
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Annual benefits: Transportation savings on iron ore that will result from use of a more efficient fleet of larger vessels that will use the Great Lakes connecting channels and harbor improvements.....	543, 000
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Benefit-cost ratio.....	68.0
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Comments of the Bureau of the Budget.—No objection.

Remarks.—Deepening of Two Harbors, as proposed, is economically justified, and will permit loading of bulk carriers to the full 25.5-foot draft permitted by the Great Lakes connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON DULUTH-SUPERIOR HARBOR, MINN. AND WIS.

(H. Doc. 150, 86th Cong.)

Location.—At the westerly extremity of Lake Superior.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively, and in partial response to House of Representatives committee resolution adopted June 29, 1955.

Existing projects.—Provides in general for two entrance channels to harbor (Duluth and Superior entries) protected by breakwaters

and piers, and several inner channels with depths varying from 20 to 32 feet and widths varying from 200 to 540 feet.

Recommended plan of improvement.—Provides for a depth of 32 feet to the Duluth entry decreasing within the canal to 28 feet at the Duluth Harbor Basin; depth of 28 feet in northern part and 27 feet in southern part of Duluth Basin; depth of 32 feet to Superior entry decreasing within the entry to 27 feet to Superior Harbor Basin; depth of 27 feet in Superior Harbor Basin, Superior Front Channel, east and west gate basins, the eastern one-half of south channel, cross channel, and section of north channel.

Estimated cost.—Price level (June 1958) :

Federal.....	\$2,364,000
Non-Federal.....	172,500
Total.....	2,536,500

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save United States free from damages; and when and where needed, provide and maintain depths in the berthing areas adjacent to terminals commensurate with the depths provided in related project areas. Local interests have indicated their willingness and ability to comply with the requirements.

Project economics.—

Annual charges: Interest and amortization :

Federal.....	\$83,000
Non-Federal.....	8,000
Total.....	91,800
Annual benefits: Savings in the movement of iron ore, stone and grain in a more efficient fleet of larger vessels that will use the connecting channels.....	1,775,000
Benefit-cost ratio.....	19.3

Comments of the Bureau of the Budget.—No objection.

Remarks.—Duluth-Superior Harbor is a major transfer point for movements of iron ore, stone, and grain in the Great Lakes system. The proposed increase in project depths will enable full loading of the large bulk carriers to the 25.5-foot draft permitted by the authorized connecting channels project, now under construction.

GREAT LAKES HARBORS—INTERIM REPORT ON ASHLAND HARBOR, WIS.

Location.—On the south shore of Lake Superior, about 93 miles east of Duluth-Superior Harbor, Minn.

Report authorized by.—Resolutions by the Senate and House Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a breakwater 8,000 feet long; an east basin 25 feet deep; and a west channel extending from Ellis Avenue extended to 17th Avenue West extended, the easterly 2,500 feet 21 feet deep over widths of 400 to 750 feet, and the westerly 3,800 feet 20 feet deep over a width of 200 feet.

Recommended plan of improvement.—Provides for a depth of 27 feet in the westerly part of the east basin and approaches thereto, over a distance of 6,000 feet from deep water to a line 75 feet outside the

harbor line, for widths varying from 1,500 feet at the lakeward end to 2,200 feet near the harbor line; and 21 feet in west channel over a width of 400 feet and a distance of 2,000 feet from the westerly limit of the existing 21-foot section, and provides further, that either the east basin or the west channel may be undertaken independently whenever funds are available and the prescribed local cooperation has been furnished.

Estimated cost.—Price level (August 1958) :

Federal.....	\$1, 495, 000
Non-Federal.....	207, 500
Total.....	1, 702, 500

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save the United States free from damages; and provide and maintain depths in berthing areas adjacent to the iron ore docks and the power company docks commensurate with the depths provided in the project areas. Local interests have indicated willingness and ability to meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$53, 200	\$9, 600	\$62, 800
Maintenance dredging.....	2, 000	0	2, 000
Maintenance navigation aids.....	600	0	600
Total.....	55, 800	9, 600	65, 400
Annual benefits:			
Transportation savings on movement of iron ore in more efficient fleet of larger vessels.....			103, 800
Reduction in cost of handling coal.....			65, 000
Total.....			168, 800
Benefit-cost ratio.....			2. 6

Comments of the Bureau of the Budget.—No objection.

Remarks.—Ashland Harbor is an integral part of the system of harbors and connecting channels on the Great Lakes. Deepening is required to permit the larger vessels carrying iron ore and coal to take full advantage of the 25.5-foot draft permitted by the authorized connecting channels project, now under construction.

GREAT LAKES HARBORS—INTERIM REPORT ON PRESQUE ISLE HARBOR, MICH.

(H. Doc. 145, 86th Cong.)

Location.—Presque Isle Harbor, Mich., is on the south shore of Lake Superior within the city of Marquette, Mich., about 261 miles east of Duluth, Minn.

Report authorized by.—Resolutions by the Senate and House of Representatives Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a protected area about 0.7 mile square protected by a breakwater 2,816 feet long, and dredging the harbor to 26 feet in the inner part and 28 feet in the outer part.

Recommended plan of improvement.—Provides for dredging a depth of 28 feet in the inner part of the project area, and 30 feet in the outer part, with minor alteration of the project area.

Estimated cost.—Price level (June 1958) :

Federal.....	\$215, 300
Non-Federal.....	23, 000
Total.....	238, 300

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save the United States free from damages and provide and maintain depths in berthing areas adjacent to piers commensurate with depths provided in the project area. Local interests have indicated willingness and ability to meet the requirements.

Project economics.—

Annual charges : Interest and amortization :

Federal.....	\$7, 860
Non-Federal.....	1, 070
Total.....	8, 930

Annual benefits: Transportation savings on iron ore resulting from use of a more efficient fleet of larger vessels that will use the deepened connecting channels and harbors..... 230, 800

Benefit-cost ratio..... 25. 8

Comments of the Bureau of the Budget.—No objection.

Remarks.—Improvement as proposed of Presque Isle Harbor, an integral part of the system of Great Lakes harbors and connecting channels, will permit loading of the larger iron ore carriers to the full 25.5-foot draft permitted by the connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON MARQUETTE HARBOR, MICH.

(H. Doc. 154, 86th Cong.)

Location.—Marquette Harbor, Mich., is on the south shore of Lake Superior within the city of Marquette. It is about 263 miles east of Duluth, Minn.

Report authorized by.—Resolutions by the Senate and House of Representatives Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a breakwater 4,500 feet long and dredging a basin in the harbor to a depth of 25 feet.

Recommended plan of improvement.—Provides for a depth of 27 feet in the existing project area.

Estimated cost.—Price level (June 1958) :

Federal.....	\$236, 000
Non-Federal.....	12, 000
Total.....	248, 000

Local cooperation.—Furnish lands, easements and rights-of-way; hold and save the United States free from damages; provide and maintain depths in berthing areas adjacent to the iron ore pier commen-

surate with the depths provided in the project area. Local interests have indicated willingness and ability to comply with requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal	\$8,600
Non-Federal	600

Total	9,200
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Annual benefits: Transportation savings on movement of iron ore that will move in a more efficient fleet of larger vessels that will use the improved connecting channels and harbors	23,700
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Benefit-cost ratio	2.6
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Comments of the Bureau of the Budget.—No objection.

Remarks.—Deepening of Marquette Harbor, as proposed, is economically justified, and will permit loading of bulk carriers to the full 25.5-foot draft permitted by the Great Lakes connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON CALUMET HARBOR, ILL.
AND IND.

(H. Doc. 149, 86th Cong.)

Location.—At the mouth of Calumet River which enters Lake Michigan at the State line between Illinois and Indiana about 12.5 miles southeast of Chicago Harbor, Ill., and 7 miles northwest of Indiana Harbor, Ind.

Report authorized by.—In partial response to similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for an outer harbor protected by a breakwater 12,500 feet long; an approach channel 3,200 feet wide and 28 feet deep; an outer harbor channel and anchorage 3,000 feet wide and 26 feet deep; a channel in Calumet River 350 feet wide and 26 feet deep up to the Elgin, Joliet & Eastern Railway bridge, thence at least 200 feet wide and 25 feet deep to 111th Street, 23 feet to 114th Street, 21 feet to 122d Street, and 21.5 feet to and including turning basin No. 5; widening and straightening the river channel to within 20 feet of bulkhead lines; and five turning basins along the river, each of adequate size for lake vessels and with the same depth as the adjacent channel.

Recommended plan of improvement.—Provides for a depth of 29 feet in the lake approach; 28 feet in the outer harbor; and 27 feet in the river entrance up to the Elgin, Joliet & Eastern Railway bridge.

Estimated cost.—Price level (October 1958):

Federal	\$5,240,000
Non-Federal	5,000

Total	5,245,000
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Local cooperation.—Hold and save the United States free from damages due to construction and maintenance of the improvement; and provide and maintain depths in berthing areas adjacent to the

iron ore and stone docks commensurate with the depths provided in the project area. Local interests have indicated they will meet the requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal	\$192, 200
Non-Federal	200

Total	192, 400
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Annual benefits: Transportation savings on iron ore and limestone commerce resulting from more efficient fleet of larger vessels that will use the deepened connecting channels and harbors	1, 328, 500
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Benefit-cost ratio	6.9
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Comments of the Bureau of the Budget.—No objection.

Remarks.—Calumet Harbor is an integral part of the system of Great Lakes harbors and connecting channels. Deepening as proposed is necessary and justified to permit the larger vessels in the iron ore trade to load to the full 25.5-foot draft permitted by the authorized connecting channel project.

GREAT LAKES HARBORS—INTERIM REPORT ON TOLEDO HARBOR, OHIO

(H. Doc. 153, 86th Cong.)

Location.—Toledo Harbor, Ohio, at the westerly end of Lake Erie, is on the Maumee River which empties into Maumee Bay, a shallow arm of the lake.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for a channel from Lake Erie and through Maumee Bay to mile 6.9 in Maumee River 25 feet deep and varying from 500 to 200 feet wide; triangular-sloped widening at the mouth of the river of about 38.6 acres in area; two turning basins, one opposite American Shipbuilding Co. of 5 acres and 20 feet deep, and the other at the upper end with area of 8.25 acres and depth of 18 feet; and removal of center dike on which the Maumee Bridge range lights are located.

Recommended plan of improvement.—Provides for an entrance channel extending from deep water in Maumee Bay to the mouth of the river, 500 feet wide and 28 feet deep, including deepening of the authorized widening opposite the Chesapeake & Ohio Railroad and the Lakefront Terminal docks; a channel extending from the mouth of the Maumee River to a point about 3 miles upstream, 400 feet wide and 27 feet deep, including enlargement of the authorized turning basin at the upstream end of this section to a width of 750 feet and a depth of 20 feet; and thence a channel about 3 miles long, extending upstream to the New York Central Railroad bridge, 200 feet wide and 27 feet deep, including a turning basin downstream of the Anthony Wayne Bridge, about 725 feet wide and 900 feet long, with a depth of 27 feet for the full 400-foot width of the presently authorized channel in this reach in the vicinity of those docks where a 27-foot approach channel and berthing area are provided by local interests.

Estimated cost.—Price level (March 1958) :

Federal.....	\$14, 684, 000
Non-Federal.....	1, 320, 000
Total.....	16, 004, 000

Local cooperation.—(a) Provide without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas necessary for construction and subsequent maintenance, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvement; (c) provide and maintain suitable depths in the areas adjacent to the iron ore receiving docks, including strengthening of docks where necessary, to accommodate the anticipated deep-draft iron ore traffic; and (d) construct a new middle-ground grain terminal including elevators and dock, and construct and maintain an approach area necessary to utilize the proposed channel depth; and provided further, that the improvement may be undertaken by sections, working progressively upstream, whenever funds are available and the prescribed local cooperation has been furnished. Local interests have indicated willingness and financial and legal ability to meet requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$535, 400	\$61, 500	\$596, 900
Maintenance, navigation aids.....	4, 200	0	4, 200
Total.....	539, 600	61, 500	601, 100
Annual benefits: Transportation savings in the movement of iron ore and grain in a more efficient fleet of larger vessels that will use the connecting channels and harbor.....			668, 000
Benefit-cost ratio.....			1. 1

Comments of the Bureau of the Budget.—No objection.

Remarks.—Toledo Harbor is a major transshipment point on the Great Lakes for iron ore, coal, petroleum, and grain. The proposed improvement will permit loading the larger bulk cargo vessels to the full draft of 25.5 feet permitted by the authorized connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON SANDUSKY HARBOR, OHIO

(H. Doc. 144, 86th Cong.)

Location.—On the south shore of Lake Erie in the southeasterly part of Sandusky Bay about 50 miles west of Cleveland, Ohio.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively; and two former resolutions which were adopted by the Senate and House on March 17, 1955, and June 29, 1955, respectively.

Existing project.—Provides in general for an outer channel 400 feet wide and 21 feet deep from deep water in Lake Erie through Sandusky Bay to the city waterfront docks; a channel along the waterfront 300 feet wide and 22 feet deep ending in a turning basin 22 feet

deep; maintaining a bay channel to a depth of 22 feet from the turning basin northward and northeastward to a junction with the straight channel which connects to the outer channel.

Recommended plan of improvement—Provides for: (1) extending the outer bar channel and deepening that channel and the outer end of straight channel to 26 feet, from deep water in the lake to the vicinity of Cedar Point dock; (2) widening the bend at the junction of the outer bar and straight channels and deepening to 26 feet; (3) deepening the bay channel from junction with the straight channel to the outer end of the Pennsylvania coal dock No. 3 to 25 feet, thence from outer end of the coal dock to the turning basin to 24 feet in soft material and 25 feet in hard material with no Federal dredging within 50 feet of the dock; and (4) enlarging the turning basin, including removal of approximately 300 feet of the rock dike, to the limits shown in the report of the district engineer with depths of 24 feet in soft materials and 25 feet in hard material; and (5) deepening the straight channel to a depth of 25 feet from vicinity of Cedar Point dock to junction with the bay channel.

Estimated cost.—Price level (July 1958) :

Federal.....	\$5, 800, 000
Non-Federal.....	428, 000
Total.....	6, 228, 000

Local cooperation.—Furnish without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas necessary for construction and subsequent maintenance, when and as required; hold and save the United States free from damages due to the construction and maintenance of the project; and deepen to project depth and maintain the areas adjacent to the coal docks and access thereto from the Federal improvement. Local interests have indicated willingness to cooperate.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$210, 600	\$19, 900	\$230, 500
Maintenance.....	30, 000	2, 500	32, 500
Maintenance of navigation aids.....	900	0	900
Total.....	241, 500	22, 400	263, 900
Annual benefits:			
Savings in cost of transportation of coal.....			956, 500
Reduction in damages to vessels.....			50, 000
Total.....			1, 006, 500
Benefit-cost ratio.....			3.8

Comments of the Bureau of the Budget.—No objection.

Remarks.—Sandusky is a major transshipment point for coal on the Great Lakes. The proposed increase in project depths will facilitate more efficient loading of the larger modern vessels, with resultant savings well in excess of the costs.

GREAT LAKES HARBORS—INTERIM REPORT ON CLEVELAND HARBOR, OHIO

(H. Doc. 152, 86th Cong.)

Location.—At the mouth of Cuyahoga River on the south shore of Lake Erie.

Report authorized by.—In partial response to similar resolutions adopted by the Public Works Committee of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for an outer harbor, 5 miles long, varying from 1,600 to 2,400 feet in width, protected by breakwaters; a main entrance channel 700 feet wide; two parallel piers 325 feet apart at the mouth of Cuyahoga River; a depth of 25 feet through the entrance channel, outer harbor, and up the river to the site of the former New York Central swing bridge, thence to 23 feet to mile 5.8 in Cuyahoga River, with a turning basin 18 feet deep at mile 4.8; depths of 23 and 21 feet in Old River; depths of 19 to 25 feet in the east outer harbor; and Federal participation in the cost of replacing, or pier reconstruction on seven railroad bridges.

Recommended plan of improvement.—Provides for a depth of 29 feet in the lake approach to the main entrance; 28 feet in the entrance channel to the lakeward ends of the piers at the mouth of Cuyahoga River 27 feet in the river to a point just above its junction with Old River, and in Old River to the upstream limit of the present 23-foot project; 28 feet in the west basin within the existing project limits as modified to eliminate a triangular area at the west end and to extend the southerly limit to a line parallel to and 75 feet from the harborline; and 28 feet in the westerly 800 feet of the east basin.

Estimated cost.—Price level (October 1957) :

Federal	\$2, 486, 000
Non-Federal	2, 869, 500
Total	5, 355, 500

Local cooperation.—(a) Furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction and subsequent maintenance, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvements; (c) provide and maintain depths in areas between the channel limits and terminals commensurate with the depths provided in the adjacent project areas; (d) construct or strengthen bulkheads where necessary; and (e) accomplish alterations as required in sewer, water supply, and other utility facilities. Local interests have indicated willingness and ability to comply with the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges.			
Interest and amortization.....	\$90,400	\$138,900	\$229,300
Maintenance.....	40,000	3,000	43,000
Total.....	130,400	141,900	272,300
Annual benefits: Transportation savings on iron ore and molding sand commerce that will move in a more efficient fleet of larger vessels that will use the deepened connecting channels and harbors.....			1,235,700
Benefit-cost ratio.....			4.5

Comment of the Bureau of the Budget.—No objection.

Remarks.—The proposed deepening of the lower end of Cuyahoga River and a portion of the outer harbor at Cleveland will permit loading of the larger vessels to the full draft of 25.5 feet permitted by the Great Lakes connecting channels project, now under construction.

GREAT LAKES HARBORS—INTERIM REPORT ON LORAIN HARBOR, OHIO

Location.—On the south shore of Lake Erie about 28 miles west of Cleveland, Ohio.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the Senate and House on May 18, 1956, and June 27, 1956, respectively, and three previous resolutions adopted by the House on August 2, 1946, June 29, 1955, and June 27, 1956, and a resolution adopted by the Senate on January 28, 1955.

Existing project.—The harbor includes the lower 3 miles of Black River and some lake area at the river mouth. Provides in general for an outer harbor area of 60 acres formed by breakwaters with a channel 25 feet deep in soft material and 26 feet in hard material in the outer harbor and in the river for a distance of 2,200 feet from the outer ends of the piers, thence 24 feet in soft material and 25 feet in hard material to the upper end of the American Shipbuilding Co. drydock No. 2; thence a channel of the same depth and generally 200 feet wide to the National Tube Co. dock; a turning basin 650 feet wide and 20 feet deep; a basin 690 feet wide and 17 feet deep opposite the National Tube Co. dock, and an approach channel 16 feet deep from the outer harbor to the municipal pier.

Recommended plan of improvement.—Provides for construction of an easterly breakwater 2,200 feet long and a westerly breakwater 400 feet long, both placed lakeward of the existing ones and separated to provide a clear opening 800 feet wide; removal of the outer 300 feet of the existing west breakwater and construction of a suitable pierhead at the lakeward end, giving a clear entrance 600 feet wide; construction of a shoreward extension of the east breakwater, with a circulation gap between the existing structure and the extension; removal of the outer 1,100 feet of the east pier; dredging to a depth of 29 feet in soft material and 30 feet in hard material from deep water to the modified opening in the present breakwater system with suitable flaring at the outer end; thence to depths of 28 and 29 feet, respectively,

over widths of 800 to 250 feet to a point in the channel 2,200 feet above the west pier light; thence to depths of 27 feet and 28 feet, respectively, to a point 500 feet below the upstream limit of the existing project, with a new turning basin at the upper end 21 and 22 feet deep and 1,100 feet wide; and to a depth of 25 feet in soft and 26 feet in hard material in the westerly part of the outer harbor and lakeward of a line running parallel to and 50 feet from the end of the Baltimore and Ohio Railroad coal dock, thence westward normal to the outer project limit; and Federal participation in the cost of replacing the New York, Chicago & St. Louis Railroad bridge with a vertical lift bridge providing a horizontal clearance of 205 feet, and a vertical clearance of 100 feet; and further provides that the Chief of Engineers be authorized to enter into agreements with the owner of the New York, Chicago & St. Louis Railroad bridge for its replacement with a movable structure consistent with the recommended plan of improvement, the United States to participate under the principles set forth in section 6 of Public Law 647, 76th Congress.

Estimated cost.—Price level (July 1958) :

Federal.....	\$19, 323, 000
Non-Federal.....	2, 455, 000
Total.....	21, 778, 000

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save the United States free from damages; provide and maintain depths between new channel limits and terminal facilities commensurate with related project depths; make necessary changes in docks and bulkheads, except for any required in connection with bridge replacement; construct new terminal facilities where necessary; accomplish utility alterations except those included in bridge alteration. Local interests have indicated willingness and ability to cooperate.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$725, 500	\$113, 400	\$838, 900
Maintenance.....	50, 900	0	50, 900
Maintenance aids to navigation.....	—8, 500	0	—8, 500
Total.....	767, 900	113, 400	881, 300
Annual benefits:			
Transportation savings on iron ore and stone that will move in more efficient fleet of larger vessels.....			1, 078, 600
Savings from elimination of vessel and dock damages and delays.....			148, 100
Total.....			1, 226, 700
Benefit-cost ratio.....			1. 4

Comments of the Bureau of the Budget.—No objection.

Remarks.—Lorain Harbor requires modernization to serve satisfactorily the present and prospective bulk carrier fleet on the Great Lakes. The harbor is a major transfer point for iron ore and stone in the system of harbors and channels on the Lakes, which will shortly permit loading of the larger vessels to full drafts of 25.5 feet. The improvement is considered fully warranted.

GREAT LAKES HARBORS—INTERIM REPORT ON ASHTABULA HARBOR, OHIO

(H.Doc. 148, 86th Cong.)

Location.—At the mouth of Ashtabula River on the south shore of Lake Erie about 59 miles easterly of Cleveland, Ohio.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for an outer harbor protected by two breakwaters; an entrance channel 28 feet deep protected by breakwaters 600 feet apart, a channel 25 feet deep and 1,100 feet wide through the outer harbor, thence 24 feet deep and 160 feet wide to the mouth of Ashtabula River, a channel up Ashtabula River varying from 24 to 16 feet in depth and 100 to 160 feet wide and a 700-foot access channel leading southeastward from the entrance channel terminating in a basin 1,200 feet by 1,500 feet, with depths of 25 feet in earth and 26 feet in rock.

Recommended plan of improvement.—Provides for a depth of 29 feet in soft and 30 feet in hard material in the entrance channel to a point just inside the outer ends of the breakwaters; thence 28 feet in soft and 29 feet in hard material in a channel to the inner breakwater; thence 27 feet in soft and 28 feet in hard material in a channel extending to the New York Central Railroad Co.'s slip and extending 2,000 feet up the Ashtabula River; 22 feet in soft and 23 feet in hard material in the turning area; and 28 feet in soft and 29 feet in hard materials in areas adjacent to the 250-foot section of the inner breakwater when that section is removed as now authorized, and provided further that no dredging shall be done by the United States within 50 feet of any wharf, dock, or bulkhead, or other structures.

Estimated cost.—Price level (February 1958) :

Federal.....	\$4, 077, 000
Non-Federal.....	980, 000
Total.....	5, 057, 000

Local cooperation.—Hold and save the United States free from damages; provide and maintain access channels and berthing areas adjacent to piers and docks to depths commensurate with the depth of the Federal project. Local interests have indicated willingness to cooperate.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$149, 800	\$45, 600	\$195, 400
Federal maintenance.....	13, 000	2, 000	15, 000
Total.....	162, 800	47, 600	210, 400
Annual benefits: Transportation savings on iron ore resulting from more efficient fleet of larger vessels that will use the connecting channels and harbors.....			877, 900
Benefit-cost ratio.....			4.2

Comments of the Bureau of the Budget.—No objection.

Remarks.—Ashtabula Harbor is an integral part of the system of Great Lakes harbors and connecting channels. Deepening as proposed is necessary and justified to permit loading of the larger vessels in the iron ore trade to the full 25.5-foot draft permitted by the authorized connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON BUFFALO HARBOR, N.Y.

(H. Doc. 151, 86th Cong.)

Location.—At the eastern end of Lake Erie.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for an outer harbor with two entrance channels varying in depths from 23 to 26 feet, protected by breakwaters; an inner harbor with numerous channels varying in depths from 22 to 23 feet; and removal of certain shoals.

Recommended plan of improvement.—Provides for a depth of 30 feet for a width of 1,000 feet in the shoal area on the approach to the south entrance channel; 30 feet in the outer area and 29 feet in the inner area of the south entrance channel; and 28 feet in the southerly part of the outer harbor, south of a line perpendicular to and 2,000 feet north of the southerly end of the south breakwater.

Estimated cost.—

Price level (November 1957) :

Federal.....	\$2, 352, 000
Non-Federal.....	1, 248, 000
Total.....	3, 600, 000

Local cooperation.—Hold and save the United States free from damages due to the construction and maintenance of the improvements, and provide and maintain, without cost to the United States, depths at docksides, and access thereto, commensurate with depths provided in the related project area. Local interests have indicated they will meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$86, 000	\$58, 000	\$144, 000
Maintenance dredging.....	14, 000	21, 000	35, 000
Maintenance navigation aids.....	1, 000	0	1, 000
Total.....	101, 000	79, 000	180, 000
Annual benefits: Transportation savings on movement of iron ore, stone, and grain in a more efficient fleet of larger vessels which will use the deepened connecting channels and harbors.....			725, 000
Benefit-cost ratio.....			4.0

Comments of the Bureau of the Budget.—No objection.

Remarks.—Buffalo Harbor is an integral part of the system of Great Lakes harbors and connecting channels, which will soon be plied by vessels capable of loading to drafts of 25.5 feet. In addition, international traffic using the St. Lawrence Seaway also requires the greater depth.

SOUTH KINGSTOWN AND WESTERLY, R.I., BEACH EROSION CONTROL

(H. Doc. 30, 86th Cong., 1st sess.)

Location.—Rhode Island shore of Block Island Sound between Narragansett Bay and the Connecticut State line. Projects are at Matunuck Beach in South Kingstown and Misquamicut Beach in Westerly.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing beach erosion control project.

Plan of recommended improvement.—At Matunuck Beach provides for widening approximately 3,830 feet of beach generally to a 150-foot width, construction of eight groins each about 260 feet in length, and installation of sand fences. The construction of all the groins except for the most easterly one and that one near the middle of the shore frontage to be protected is to be deferred pending demonstration of need. At Misquamicut Beach provides for widening approximately 3,250 feet of beach generally to a 150-foot width and installation of sand fences. Also provides for periodic nourishment of the beach at Misquamicut.

Estimated cost.—

	Federal	Non-Federal	Total
Matunuck Beach.....	\$94,300	\$188,700	¹ \$283,000
Misquamicut Beach.....	46,000	92,000	¹ 138,000

¹ These figures do not include costs of new beach facilities necessary to assure realization of evaluated benefits and to be provided by local interests.

Local cooperation.—Assure maintenance and periodic nourishment of improvements; provide suitable appurtenant beach facilities to extent necessary for realization of evaluated benefits; provide lands, easements and rights-of-way; assure that no water pollution harmful to bathers will be permitted; assure continued public ownership and administration for public use of the project shores; and obtain approval of the Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement.

*Project economics.—**Matunuck Beach:*

Annual charges.....	¹ \$54,000
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Annual benefits:

Elimination of land loss.....	3,400
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Recreational.....	71,600
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Total.....	75,000
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Benefit-cost ratio.....	1.4
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Misquamicut Beach:

Annual charges.....	² \$18,200
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Annual benefits:

Elimination of land loss.....	4,500
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Recreational.....	83,700
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Total.....	88,200
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Benefit-cost ratio.....	4.8
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¹ This figure includes interest and amortization on cost of new beach facilities estimated at \$250,000.

² This figure includes interest and amortization on cost of new beach facilities estimated at \$200,000, and also includes a Federal share of periodic nourishment costs estimated at \$2,000 per year for first 10-year period.

Comment of the Bureau of the Budget.—No objection.

Remarks.—Restoring and stabilizing protected beaches at these localities is essential to fulfill public use of these shores, and is well justified by anticipated benefits. The State of Rhode Island plans to complete the project in Westerly during the summer of 1959, having already obtained approval of plans and specifications therefor.

KEY WEST, FLA., BEACH EROSION CONTROL

(H. Doc. 413, 85th Cong.)

Location.—The south shore of the island of Key West, one of the more westerly islands of the chain separating the Straits of Florida from the Gulf of Mexico.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing beach erosion control project.

Plan of recommended improvement.—Provides for restoration of protective beach with the berm 100 feet wide at elevation 4 feet above mean high water along a 6,200-foot section of shore fronting South Roosevelt Boulevard, the beach to be comprised of a 2-foot layer of sand over a rock core and the rock to be excavated from a trench immediately offshore. Also provides for periodic nourishment of sand to beach to replace alongshore losses.

Estimated cost.—Project document (1957):

Federal.....	\$231,200
Non-Federal.....	462,400
Total.....	693,600

Local cooperation.—Obtain approval of the Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement; provide lands, easements and rights-of-way; assure maintenance and periodic nourishment of improvements;

assure that no water pollution harmful to bathers will be permitted; and assure continued public ownership and administration for public use of the project shores.

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$8, 200	\$16, 300	\$24, 500
Periodic nourishment:			
(a) To replace alongshore losses.....	¹ 11, 800	23, 500	35, 300
(b) To replace offshore losses.....		16, 600	16, 600
Total.....	20, 000	56, 400	76, 400
Annual benefits:			
Direct damages prevented.....			28, 800
Increased earning power of property.....			114, 000
Recreation.....			55, 200
Total.....			198, 000
Benefit-cost ratio.....			2. 6

¹ This Federal contribution would be for the first 10 years of project life. Over the 50-year project life, the annual Federal share of such nourishment costs would be equivalent to (\$11,800 times 10/50) or \$2,360.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed Federal participation in this project is in accordance with the policy in Public Law 826, 84th Congress. Restoration of the beach at Key West will provide important recreational and shore protection measures which are now lacking.

SECTION 102

This section is similar to that in the 1954 and 1958 River and Harbor Acts. It provides for reimbursement of local interests for work done by them on beach erosion projects authorized in section 101 subsequent to the initiation of the cooperative studies which form the basis for the project. Certain restrictions and limitations are included to safeguard the interests of the United States. The provision has been considered equitable in previous legislation, and the committee considers that it should also apply to the beach erosion control projects included in this bill.

SECTION 103

This section provides for survey investigations for navigation and allied purposes at various localities, as follows:

NAVIGATION SURVEYS

Calf Island between Roque Bluffs and Seawall Point, Maine.
 Green Harbor, Marshfield, Mass.
 Nauset Harbor, Mass.
 Eel Pond, Menauhant, Mass.
 Pleasant Bay, Mass.
 Rye Harbor (Playland Marina) N.Y.
 Sturgeon Creek, Middlesex County, Va.
 Beresford Creek, S.C.
 Washburn Harbor, Wis.

SECTION 104

This provides that title I may be cited as the "River and Harbor Act of 1959."

TITLE II—FLOOD CONTROL

SECTION 201

This section is the same as that which has appeared in the last several flood-control bills and continues the provisions of local co-operation which have been in effect for some time.

SECTION 202

This section is also the same as that which has appeared in the last several flood-control acts and continues the present procedure of submitting reports to the interested States and Federal agencies prior to submission to Congress.

SECTION 203

This section authorizes new projects, project modifications, and increased monetary authorizations for existing comprehensive basin plans. The preliminary language in this section is the same as in previous flood-control legislation. The individual items with their project document numbers, where pertinent, are listed in the following table, with the estimated costs of new projects and of increased authorizations for previously authorized projects shown in separate columns. A discussion of the need for increased basin authorizations follows the descriptions of individual projects after the table.

Flood control

Project	Document No. ¹	New projects or modification	Increased basin authorization
Blackstone River Basin, Lower Woonsocket, R.I.-----	S. 87, 85th Cong.-----	\$2, 970, 000	-----
Central and southern Florida, comprehensive basin plan.			\$1, 000, 000
Trinity River Basin, Tex.: Richland, Chambers, and Cedar Creeks, Bardwell Reservoir, Tex.-----	H. 424, 85th Cong.---	5, 104, 000	-----
Guadalupe River Basin, Blieders Creek, Tex.-----	H. —, 86th Cong.---	1, 060, 000	-----
Arkansas River Basin comprehensive basin plan.-----			94, 000, 000
White River Basin, comprehensive basin plan.-----			32, 000, 000
Missouri River Basin, comprehensive basin plan.-----			132, 000, 000
Ohio River Basin, Connoquenessing Creek, Butler, Pa.-----	H. 110, 86th Cong.---	1, 558, 700	-----
Ohio River Basin, North Fork Reservoir, Va.-----	H. —, 86th Cong.---	3, 681, 000	-----
Mojave River, Calif.-----	H. 164, 86th Cong.---	3, 070, 000	-----
Los Angeles River Basin, Calif., comprehensive basin Plan.-----			30, 000, 000
Walnut Creek Basin, Calif.-----	H. 76, 86th Cong.---	17, 980, 000	-----
Columbia River Basin, comprehensive basin plan.-----			90, 000, 000
Total, flood control (7 projects and 6 basins)-----		35, 423, 700	379, 000, 000
Total, title II.-----		414, 423, 700	

¹ H. indicates House documents; S. indicates Senate document.

FLOOD CONTROL PROJECTS

BLACKSTONE RIVER BASIN, LOWER WOONSOCKET, R.I.

(S. Doc. 87, 85th Cong., 2d sess.)

Location.—Woonsocket, R.I., is on the Blackstone River, about 18 miles upstream from the mouth. Two tributaries, Mill and Peters Rivers, join the main stem in Woonsocket.

Report authorized by.—Resolution adopted September 14, 1955, by Senate Committee on Public Works.

Existing project.—Authorized West Hill Dam on West River about 12.5 miles upstream from Woonsocket and a local protection project for the upper reach in Woonsocket above South Main Street Bridge. The latter includes channel improvement; replacement of a dam; and construction of a dike, floodwall and pumping station for protection of an industrial area on the left bank.

Flood problem.—This interim report considers flood control along the Blackstone River and the tributary Mill and Peters Rivers in Woonsocket, R.I.; population of about 50,000 (1950). The area flooded consists of industrial and commercial sites and congested residential development. Average annual flood damages are \$215,000. Recurrence of the flood of record would cause an estimated loss of more than \$10 million.

Recommended plan of improvement.—Construction in Woonsocket (below South Main Street Bridge) on Blackstone, Mill, and Peters Rivers of about 9,500 feet of levees and floodwall, 4,700 feet of channel improvement, 2,300 feet of underground pressure conduit, two pumping stations and removal of two dams on Blackstone River.

Estimated cost.—Price level of 1956:

Federal.....	\$2, 970, 000
Non-Federal.....	¹ 1, 285, 000
Total.....	4, 255, 000

¹ Includes a cash contribution of \$570,000.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$107, 000	\$46, 300	\$153, 300
Maintenance.....		12, 400	12, 400
Loss of taxes.....		2, 100	2, 100
Total.....	107, 000	60, 800	167, 800
Annual benefits:			
Flood damages prevented.....			140, 000
Higher utilization of lands and buildings.....			95, 000
Total.....			235, 000
Benefit-cost ratio.....			1.4

Local cooperation.—(a) Contribute in cash 16.1 percent of the cost of the work to be accomplished by the Federal Government due to higher utilization of lands and buildings, a contribution presently estimated at \$570,000, to be paid either in a lump sum prior to commencement of construction, or in installments prior to commencement

of pertinent items, in accordance with construction schedules as required by the Chief of Engineers; the final allocation of cost to be made after the actual costs have been determined; (b) furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (c) hold and save the United States free from damages due to the construction works including claims, if any, for water rights; (d) accomplish without cost to the United States all changes, alterations, additions to, or relocations of, any utilities or buildings made necessary by the work; and (e) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army. Local interests have indicated that they will furnish the items of local cooperation.

Comments of State and Federal agencies.—Department of Interior has no objection. The State of Rhode Island concurs in the project.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The project would reduce the average annual damages by about 65 percent and would permit increased utilization of the protected area. The project would prevent recurrence of much of the great damages caused by recent disastrous floods in this area.

RICHLAND, CHAMBERS, AND CEDAR CREEKS (WAXAHACHIE CREEK WATERSHED)

(H. Doc. 424, 85th Cong.)

Location.—Waxahachie Creek, in the central part of the Trinity River Basin in northeast Texas, is a tributary of Chambers Creek which flows into Richland Creek an important tributary of the Trinity River.

Authority.—Resolutions of the Committee on Rivers and Harbors of the House of Representatives adopted March 31, 1944, and February 28, 1945.

Existing project.—No Federal project on Waxahachie Creek.

Flood problem.—Storms over Waxahachie Creek watershed are mostly of the cloudburst type flooding agricultural properties and transportation facilities rather frequently almost any time of year.

Recommended plan of improvement.—Construction of the Bardwell multiple-purpose reservoir for flood control and water conservation about 6 miles above the mouth of Waxahachie Creek. The reservoir capacity is 117,800 acre-feet of which 79,600 would be for flood control, 29,500 would be for water conservation, and 8,700 for sedimentation.

Estimated cost.—Price level late 1955:

Federal.....	¹ \$5, 104, 000
Non-Federal.....	² 1, 888, 000
Total.....	³ 6, 992, 000

¹ Net Federal cost of construction.

² Local cash contribution (27 percent of construction cost) for water supply.

³ Estimated amount of funds required to be appropriated in the event local interests elect to repay water supply costs in annual payments over a period not to exceed 50 years.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$182,300	\$68,000	\$250,300
Maintenance, operation and replacements.....	29,200	11,000	40,200
Total.....	211,500	79,000	290,500
Annual benefits:			
Flood damages prevented.....			236,750
Water conservation.....			82,000
Total.....			318,750
Benefit-cost ratio.....			1.1

¹ Local interests share (27 percent) of M.O. & R. for water supply.

Local cooperation.—Local interests must give assurances that they will reimburse the United States for the part of the total first cost of the project and annual cost of maintenance, operation and replacement allocated to water conservation, estimated at 27 percent which presently amounts to \$1,888,000 as the share of first cost and \$11,000 annually for maintenance. The Trinity River Authority of Texas has indicated they would furnish the required assurances.

Comments of the State and Federal agencies—

Department of the Interior: No objection.

Department of Agriculture: Favorable.

Federal Power Commission: No objection.

State of Texas: Approved subject to modification of Corps of Engineers recommendations regarding repayment for conservation storage.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress.

Remarks.—The proposed reservoir project would reduce flood damages on over 43,000 acres of agricultural lands along Richland, Chambers, and Waxahachie Creek from floods originating on Waxahachie Creek. In addition, it would provide a valuable source of water supply for the area. Local interests are willing to pay the construction costs allocated to conservation storage and a proportionate share of total operation and maintenance costs.

BLIEDERS CREEK, NEW BRAUNFELS, TEX.

(H. Doc.—, 86th Cong.)

Location.—Blieders Creek joins the Comal River, a tributary of the Guadalupe River, at Comal Springs near the northern edge of New Braunfels, Tex. The Blieders Creek watershed has a drainage area of about 17 square miles.

Authority.—Resolutions, Senate Committee on Public Works adopted February 29, 1956, and House Committee on Public Works adopted June 13, 1956.

Existing project.—No Federal improvement for flood control on Blieders Creek.

Flood problem.—Flood damages along Blieders Creek and the Comal River are confined almost entirely to New Braunfels. This

area includes an expensive residential section, a steam-electric power-plant, industrial warehouses, railroad property, the city water plant, and the extensively developed city park (Landa Park).

Recommended plan of improvement.—A flood-control reservoir with an earth dam, about 84 feet high and 3,130 feet long, with a capacity of 7,300 acre-feet for flood control and 400 acre-feet sediment storage, located about 1.5 miles north of New Braunfels.

Estimated cost.—

	Federal	Non-Federal	Total
Price level, 3d quarter 1957.....	\$1,060,000	\$83,000	\$1,143,000
Project economics:			
Annual charges:			
Interest and amortization.....	39,100	2,800	41,900
Maintenance.....		4,000	4,000
Total.....	39,100	6,800	45,900
Annual benefits: Flood damages prevented.....			108,900
Total.....			108,900
Benefit-cost ratio.....			2.4

Local cooperation.—Lands, easements, and rights-of-way; hold and save; maintain and operate; road relocations. The City Commission of New Braunfels and Commissioners Court of Comal County have indicated that they will meet the requirements.

Comments of State and Federal Agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

Federal Power Commission: No objection.

State of Texas: Approved with a further recommendation that provision be made to convert from a flood control to a flood control-water conservation project.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood-control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood-protection projects.

Remarks.—The committee notes that the Blieders Creek project has an exceptionally high benefit-cost ratio of 2.4 to 1 and that the cost sharing arrangements are in accordance with provisions previously adopted by the Congress and which are applicable to other projects in the bill. The committee has therefore seen fit to include the project in the bill in accordance with the recommendations of the Chief of Engineers.

CONNOQUENESSING CREEK, BUTLER, PA.

(H. Doc. 110, 86th Cong.)

Location.—Connoquenessing Creek rises in Butler County near Hooker, Pa. It flows generally south through the city of Butler to its

junction with the Beaver River near Ellwood City, Pa. Beaver River is a tributary of the Ohio River.

Authority.—Resolution of the Committee on Public Works of the U.S. House of Representatives, adopted April 12, 1956.

Existing project.—No corps projects; WPA channel improvement in 1939.

Flood problem.—Floods of major proportions may occur at Butler at any time during the year but the most severe have resulted from summer-type storms. Reports indicate that floods in 1861, 1903, and 1906 are comparable to the highest flood of recent record. Observations of flood heights at Butler since 1923 include 18 floods which exceeded flood stage. The estimated damage to properties, primarily industrial, commercial, and residential, on the 330 acres which would be inundated by recurrence of October 1954 flood stages, is \$1,735,500, based on April 1958 development and values. The estimated average annual flood damage under the same conditions is \$235,000.

Recommended plan of improvement.—Provides for the widening, deepening, and streamlining of about 4 miles of the channel of Connoquenessing Creek through and below the city of Butler; excavate a cutoff channel through the neck of the west-end loop of Connoquenessing Creek in the city; a control structure to direct creek flow into the cutoff channel; adjusting utilities; and relocating the Baltimore & Ohio Railroad along the cutoff channel. Channel capacity (6,500 cubic feet per second) would be 132 percent of October 1954 flood discharge.

Estimated cost.—Price level, April 1958:

Federal.....	\$1, 558, 700
Non-Federal.....	440, 800
Total.....	1, 999, 500

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$58, 500	\$15, 900	\$74, 400
Operation and maintenance.....	0	5, 700	5, 700
Total.....	58, 500	21, 600	80, 100
Annual benefits: Flood damages prevented.....			\$235, 000
Benefit-cost ratio.....			2.9 to 1

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil disposal areas; hold and save the United States free from damages; make necessary railroad, utility, and sewer alterations; prevent floodway encroachment; and maintain and operate after completion in accordance with instructions set forth by the Secretary of the Army. The city of Butler, Butler Township and Butler County have furnished assurances.

Comments of State and Federal agencies.—

Fish and Wildlife Service, Department of the Interior.—No interest in project since it appears project would have no significant effects on fish and wildlife resources.

State of Pennsylvania.—Recognizes desirability of a major improvement.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The plan of improvement would provide for the safe passage of floodwaters up to a flow one-third greater than the maximum of record in October 1954, and would provide a well-justified degree of protection.

BIG SANDY RIVER AND TUG AND LEVISA FORKS, KY., W. VA., AND VA.

INTERIM REPORT ON FLOOD CONTROL FEATURES

(H. Doc. —, 86th Cong.)

Location.—Big Sandy River, formed by the junction of Tug and Levisa Forks at Louisa, Ky., flows northerly 26.8 miles, and enters the Ohio River between the towns of Kenova, W. Va., and Catlettsburg, Ky., about 10 miles downstream from Huntington, W. Va. The drainage area totals 4,283 square miles.

Authority.—Resolution of the Committee on Public Works of the U.S. Senate, adopted April 21, 1954; resolution of the Committee on Public Works of the House of Representatives adopted July 29, 1954; and River and Harbor Act, approved September 3, 1954.

Existing project.—Dewey Dam and Reservoir on Johns Creek, a tributary of Levisa Fork, was completed in July 1949. Three reservoir sites were authorized for selection in the comprehensive plan for flood control in the Ohio River Basin: Fishtrap Reservoir on Levisa Fork; Pound Reservoir on Pound River; Haysi Reservoir, Russell Fork. There also are two local protection projects: Prestonsburg, Ky., under construction under Public Law 685, 84th Congress, and Williamson, W. Va., authorized in the Flood Control Act of 1958.

Flood problem.—The upper portion of Big Sandy River Basin is subject to headwater floods, and the lower portion is subject to backwater from Ohio River floods as well as headwater floods. About 12,000 acres are subject to flooding on Levisa Fork below Russell Fork and on Russell Fork below Elkhorn City, of which about 75 percent is cultivated or improved. Urban areas seriously affected by major floods and the damages they suffered during the January 1957 flood are: Grundy, Va., \$800,000; Pikeville, Ky., \$8,500,00; Prestonsburg, Ky., \$2,100,000; Paintsville, Ky., \$1 million; Pound, Va., \$1,085,000; and Matewan, W. Va., \$850,000. Maximum stages of record were produced in the lower portion of the Levisa Basin by the storm of February 1862, in the Big Sandy Basin by the storm of July 1875, and in the upper Levisa and Tug Fork Basins by the storm of January 1957. This latter flood had an estimated discharge of 101,500 cubic feet per second at a stage of 52.7 feet at Pikeville. The 1957 flood resulted in primary damages estimated at \$32,700,000 on Levisa Fork and \$6,100,000 on Tug Fork. The average annual flood damages within the basin are estimated at \$1,676,000, including \$159,000 at Pound, Va., and \$1,375,000 along Levisa Fork.

Recommended plan of improvement.—Provides for construction of the North Fork Dam, about 95 feet high, with a reservoir having a total capacity of 11,300 acre-feet, on North Fork of Pound River, Va., in the Big Sandy River Basin.

Estimated cost.—Price level, March 1957, Federal \$3,681,000.

Project economics.—

Annual charges:	<i>Federal</i>
Interest and amortization.....	\$135, 000
Maintenance and operation.....	20, 000
Total.....	<u>155, 000</u>
Annual benefits:	
Flood damages prevented:	
Pound, Va.....	143, 000
Downstream from the town of Pound, Va.....	102, 000
Total.....	<u>245, 000</u>
Benefit-cost ratio.....	1. 6

Local cooperation.—None required.

Comments of State and Federal agencies.—

Division of Flood Control and Water Usage, Kentucky: Favorable.

Department of Conservation and Economic Development, Virginia:

Recommendation is concurred in.

State water commission, West Virginia: Favorable.

U.S. Public Health Service: Favorable.

Secretary of Commerce: Made certain technical comments concerning mapping and public roads.

Federal Power Commission: Concurs in recommendation that development of power is not warranted at this time.

Secretary of Interior: Requests that fish and wildlife conservation be designated as a project purpose.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood protection projects.

Remarks.—The committee notes that the North Fork Reservoir will prevent annual damages estimated at \$245,000 producing a benefit-to-cost ratio of 1.6. This is considered by the committee to be a most meritorious project. The committee desires to point out that the cost sharing provisions for this project are in accordance with provisions previously adopted by the Congress which have proved to be most fair and equitable and which apply to other projects in the bill. An item authorizing the project in accordance with the recommendations of the Chief of Engineers, has therefore been included in the bill.

MOJAVE RIVER, CALIF.

(H. Doc. 164, 86th Cong.)

Location.—The Mojave River Basin is in southern California, entirely within San Bernardino County. The total drainage area is 4,700 square miles. The Mojave River is formed by Deep Creek and West Fork in the San Bernardino Mountains and flows 150 miles

through the Mojave Desert to Soda Lake about 160 miles east of Los Angeles.

Authority.—Flood Control Act of August 28, 1937.

Existing project.—Some locally constructed channel improvements and bank protection works at most developed areas in basin. Recreational lakes in headwaters.

Flood problem.—Agricultural and urban areas subject to damage from recurring floods. Major railroads and highways subject to inundation and damage.

Recommended plan of improvement.—A 40,000 acre-foot reservoir on West Fork.

Estimated cost.—Price level (March 1956) :

Federal	\$3, 070, 000
Non-Federal	0
Total	3, 070, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$111, 000	0	\$111, 000
Operation and maintenance	18, 700	0	18, 700
Total	129, 700	0	129, 700
Annual benefits: Flood damages prevented			241, 000
Benefit-cost ratio			1. 86

Local cooperation.—Hold and save United States free from damages from water-right claims; prevent encroachment on downstream channel and maintain capacity of 20,000 cubic feet per second through improved areas. Local interests have indicated willingness to meet these requirements.

Comments of State and Federal agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

Department of Commerce: No objection.

Federal Power Commission: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The reservoir would reduce flood damages from all floods approximately 65 percent, and would prevent essentially all damages from a flood of 20,000 cubic feet per second. In addition, it would prevent interruptions by floods to traffic on transcontinental railroad; and reduce danger of loss of life. The project is considered meritorious for Federal undertaking.

WALNUT CREEK BASIN, CALIF.

(H. Doc. 76, 86th Cong.)

Location.—Walnut Creek Basin is located about 15 miles east of San Francisco Bay in a depression between the Berkeley Hills and Mount Diablo in Contra Costa County, Calif.

Authority.—Flood Control Act of May 17, 1950.

Existing project.—No existing Corps of Engineers project.

Flood problem.—Some 6,100 acres subject to overflow at and below city of Walnut Creek. Danger to human life and property considered great as urban areas of Walnut Creek, Concord, and Pacheco are in flood plain.

Recommended plan of improvement.—Provides for 14.1 miles of channel, four reinforced concrete drop structures, one stilling basin, 11.8 miles of levee, and four pumping stations.

Estimated cost.—Price level (July 1957) :

Federal.....	\$17, 980, 000
Non-Federal.....	6, 380, 000
Total.....	24, 360, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$635, 000	\$225, 000	\$860, 000
Operation and maintenance.....	0	125, 000	125, 000
Total.....	635, 000	350, 000	985, 000
Annual benefits:			
Flood damages prevented.....			1, 027, 000
Land enhancement.....			255, 000
Total.....			1, 282, 000
Benefit-cost ratio.....			1.3

Local cooperation.—Contribute in cash 7.4 percent of cost of construction presently estimated at \$1,440,000, for land enhancement benefits; provide lands, easements, and rights-of-way, and all alterations and relocations except for railroad facilities; maintain and operate after completion in accordance with instructions set forth by Secretary of the Army; hold and save the United States free from damages. Local interests have indicated willingness to meet requirements of local cooperation.

Comments of State and Federal Agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that certain elements of the recommended plan of improvement would be accomplished by the Federal Government with appropriate participation by local interests. Other elements have been or it was assumed, based upon conditions and information available at the time of the report studies were made, would be constructed by local interests. Certain developments have occurred since completion of those studies which affect the findings in the report:

(a) The California State Highway Department has constructed 1,200 feet of open concrete channel at the southern limits of the city of Walnut Creek which is within the recommended plan of improvement. This would reduce the estimated Federal cost by \$600,000.

(b) Local interests have indicated a desire that the Federal Government assume the responsibility for constructing about 900 feet of channel improvement which, formerly, they had proposed for future construction. This work is an integral part of the plan of improvement and normally would be considered a Federal responsibility except in this case local interests had indicated an intention to construct the improvements for their own convenience. This addition would increase the Federal cost an estimated \$500,000.

Although assumption of the additional 900 feet of channel improvement as a Federal responsibility would increase the Federal cost, the decrease due to the work already accomplished by the State highway department will more than offset the increase. The committee believes that the additional channel improvement which local interests had proposed to construct is properly a Federal responsibility and should be included in the plan for accomplishment by the Federal Government.

INCREASES IN MONETARY AUTHORIZATIONS FOR COMPREHENSIVE RIVER BASIN PLANS

Approved comprehensive basin plans.—In the Flood Control Acts of 1936 and 1938, Congress approved comprehensive plans for the development of many of the river basins throughout the Nation in the interest of flood control, navigation, hydroelectric power development, and other allied purposes. Congressional approval embraced in each case the entire plan, but, because of the magnitude of the undertakings and the length of time anticipated for their realization, Congress limited authorization of funds to the amounts expected to be required for only the ensuing several years. In later acts, Congress approved comprehensive plans for additional river basins and also increased the monetary authorizations for those basins previously authorized to the extent needed to provide for further appropriations. It has been customary to include such increased basin authorizations, where needed, in omnibus bills.

Increased basin authorizations.—The Flood Control Act of 1958 provided for a number of increased basin authorizations to cover appropriations through fiscal year 1960, but the committee recognized that consideration would be necessary of additional amounts of authorization in calendar year 1959. The additional amounts included for authorization in this bill are considered sufficient for the next 2 fiscal years (1961 and 1962) to permit sound progress and budgeting, and at the same time allow for further reconsideration of monetary authorizations by the Congress at an early date.

The river basin plans requiring additional monetary authorizations, as of 1959, and the amounts recommended by the committee are as follows:

Monetary authorization required to cover a period of 2 years (fiscal years 1961-62)

[In thousands]

River basins	Available monetary authorization	Proposed and actual funding through fiscal year 1962	Deficit monetary authorization	Additional monetary authorizations included in bill
Arkansas, flood control ¹ -----	\$224, 773	\$258, 865. 8	—\$34, 092. 8	\$35, 000
Arkansas, navigation ¹ -----	136, 000	194, 882. 0	—58, 882. 0	59, 000
Central and southern Florida-----	83, 300	84, 122. 0	—822. 0	1, 000
Columbia-----	575, 300	664, 446. 7	—89, 146. 7	90, 000
Los Angeles-----	254, 041	283, 620. 0	—29, 579. 0	30, 000
Lower Cumberland (Barkley Dam)-----	36, 000	109, 190. 0	—73, 190. 0	² 146, 000
Missouri-----	1, 039, 094	1, 170, 402. 1	—131, 308. 1	132, 000
White-----	226, 000	257, 982. 2	—31, 982. 2	32, 000
Total additional authorization required for 2-year period-----				525, 000

¹ Authorizations combined for administrative ease of handling.

² Provides authorization for completion of this project.

LOWER CUMBERLAND RIVER

(Barkley Dam, Ky.)

The committee was informed by the Corps of Engineers of the desirability of having sufficient monetary authorization to complete the lower Cumberland River (Barkley Dam), Ky.

The lower Cumberland River Dam, Ky., located on the Cumberland River, 30.6 miles above the mouth in Lyon and Livingston Counties, Ky., was authorized by the River and Harbor Act of 1954 with a partial monetary authorization of \$36 million. Congress, in May 1956, changed the name to Barkley Dam in honor of the late Vice President and Senator from Kentucky.

The project is now underway and closure of the dam is scheduled for early 1963. In order to proceed with the project in an economical manner it is necessary to award contracts for substantial features of construction. This cannot be done if sufficient monetary authorization is not available.

Authorization for completion of the project is desirable inasmuch as it is not part of any comprehensive plan and should be placed on the same basis as other individually authorized projects.

Monetary summary

Total Federal cost of project-----	\$182, 000, 000
Available monetary authorization-----	36, 000, 000
Appropriations through fiscal year 1959-----	16, 090, 000
Remaining monetary authorization-----	19, 910, 000
Proposed funding fiscal year 1960-62-----	93, 100, 000
Authorization shortage, 2-year period-----	—73, 190, 000
Additional authorization required to complete at this time-----	146, 000, 000

The committee has accordingly included an item in the bill authorizing completion of this project.

ARKANSAS RIVER BASIN COMPREHENSIVE PLAN

The Corps of Engineers informed the committee of the desirability of combining the monetary authorizations for the Arkansas River navigation and flood control plans. It was explained that combining the various authorizations for the Arkansas River Basin comprehensive plans into one account would result in more efficient administration of the comprehensive plan.

The Committee notes that Congress, in various acts, has authorized the development of the Arkansas River Basin for flood control, navigation, and allied water uses.

The Flood Control plan was authorized in the Flood Control Act of 1938 and has been amended in subsequent flood control acts to include additional projects and increases in monetary authorizations.

The multiple-purpose or so-called navigation plan was authorized in the River and Harbor Act of 1946 and modified by subsequent acts of Congress. The multiple-purpose plan in addition to authorizing new navigation and power projects, authorized the inclusion of power in a number of previously authorized flood control reservoirs.

Although the flood control and multiple-purpose projects are being constructed as a single coordinated plan of development, the Corps of Engineers must maintain separate accounting records for the flood control and multiple-purpose plans. This is necessary because the monetary authorizations cannot be combined due to the different types of congressional authorities. Combining the various authorizations for the Arkansas River Basin comprehensive plans into one account will result in more efficient administration of the comprehensive plan. This action will in no way affect the prosecution of the various projects in the basin.

Summary of accounts

Item	Account	
	Flood control	Navigation
Total estimated Federal cost		
Available monetary authorization	\$341, 185, 800	\$1, 022, 400, 000
Appropriations through fiscal year 1959	224, 773, 000	136, 000, 000
	149, 959, 800	51, 324, 000
Remaining monetary authorization		
Proposed funding fiscal years 1960-63	74, 813, 200	84, 676, 000
	108, 906, 000	143, 558, 000
Shortage of monetary authorization	-34, 092, 800	-58, 882, 000
Additional authorization required for 2 years	35, 000, 000	59, 000, 000
Combined additional monetary authorization required for 2 years	\$94, 000, 000	

In order to provide for administrative ease of handling the accounting of this basin plan, the committee has included language in the bill authorizing the combining of the two plans.

SECTION 204

This section provides authorization for a flood-control survey, similar to section 103 in title I, as follows:

Phillippi Creek, Fla.

SECTION 205

This provides that title II may be cited as the "Flood Control Act of 1959."



86TH CONGRESS
1ST SESSION

H. R. 7634

[Report No. 541]

IN THE HOUSE OF REPRESENTATIVES

JUNE 9, 1959

Mr. DAVIS of Tennessee introduced the following bill; which was referred to the Committee on Public Works

JUNE 12, 1959

Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and author-
7 ized to be prosecuted under the direction of the Secretary of
8 the Army and supervision of the Chief of Engineers, in ac-
9 cordance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of sec-
2 tion 1 of the River and Harbor Act approved March 2, 1945.
3 (Public Law Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects authorized in
5 this title; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9

NAVIGATION

10 Southwest Harbor, Maine: House Document Numbered
11 408, Eighty-fifth Congress, at an estimated cost of \$240,-
12 000;

13 Stonington Harbor, Maine: House Document Numbered
14 36, Eighty-sixth Congress, at an estimated cost of \$198,000;

15 Cotuit Harbor, Massachusetts: House Document Num-
16 bered 142, Eighty-sixth Congress, at an estimated cost of
17 \$320,000;

18 Moriches and Shinecock Inlets, New York: House Doc-
19 ument Numbered 126, Eighty-sixth Congress, at an esti-
20 mated cost of \$6,858,000;

21 Shem Creek, Charleston Harbor, South Carolina: House
22 Document Numbered 35, Eighty-sixth Congress, mainte-
23 nance;

24 Pascagoula Harbor, Mississippi: House Document Num-
25 bered 98, Eighty-sixth Congress, maintenance;

1 Everglades Harbor, Florida: House Document Num-
2 bered 147, Eighty-sixth Congress, at an estimated cost of
3 \$117,200;

4 Miami Harbor, Florida: Senate Document Numbered 71,
5 Eighty-fifth Congress, at an estimated cost of \$3,818,000;

6 Bayou Lafourche and Lafourche—Jump Waterway,
7 Louisiana: House Document Numbered 112, Eighty-sixth
8 Congress, at an estimated cost of \$4,664,000;

9 Bayous Petit Anse, Tigre, and Carlin, Louisiana: Sen-
10 ate Document Numbered 70, Eighty-fifth Congress, at an
11 estimated cost of \$106,000;

12 Gulf Intracoastal Waterway, channel to Port Mansfield,
13 Texas: Senate Document Numbered 11, Eighty-sixth Con-
14 gress, at an estimated cost of \$3,431,000;

15 In addition to previous authorizations, there is hereby
16 authorized the completion of the Barkley Dam project in
17 Kentucky, authorized by the River and Harbor Act of 1954,
18 at an estimated additional cost of \$146,000,000;

19 Mississippi River between Missouri River and Min-
20 neapolis, Minnesota at Dubuque, Iowa: House Document
21 Numbered 56, Eighty-sixth Congress, at an estimated cost
22 of \$38,000;

23 Red Wing Harbor, Minnesota: House Document Num-
24 bered 32, Eighty-sixth Congress, at an estimated cost of
25 \$170,400;

1 Menominee Harbor and River, Michigan and Wisconsin:
2 House Document Numbered 113, Eighty-sixth Congress, at
3 an estimated cost of \$715,000;

4 Kewaunee Harbor, Wisconsin: Senate Document Num-
5 bered 19, Eighty-sixth Congress, at an estimated cost of
6 \$81,900;

7 Two Harbors, Minnesota: House Document Numbered
8 146, Eighty-sixth Congress, at an estimated cost of
9 \$162,000

10 Duluth-Superior Harbor, Minnesota and Wisconsin:
11 House Document Numbered 150, Eighty-sixth Congress, at
12 an estimated cost of \$2,364,000;

13 Ashland Harbor, Wisconsin: House Document Num-
14 bered 165, Eighty-sixth Congress, at an estimated cost
15 of \$1,495,000;

16 Presque Isle Harbor, Michigan: House Document
17 Numbered 145, Eighty-sixth Congress, at an estimated cost
18 of \$215,300;

19 Marquette Harbor, Michigan: House Document Num-
20 bered 154, Eighty-sixth Congress, at an estimated cost of
21 \$236,000;

22 Calumet Harbor, Illinois and Indiana: House Docu-
23 ment Numbered 149, Eighty-sixth Congress, at an estimated
24 cost of \$5,240,000;

1 Toledo Harbor, Ohio: House Document Numbered 153,
2 Eighty-sixth Congress, at an estimated cost of \$14,684,000;

3 Sandusky Harbor, Ohio: House Document Numbered
4 144, Eighty-sixth Congress, at an estimated cost of \$5,800,-
5 000;

6 Cleveland Harbor, Ohio: House Document Numbered
7 152, Eighty-sixth Congress, at an estimated cost of \$2,486,-
8 000;

9 Lorain Harbor, Ohio: House Document Numbered 166,
10 Eighty-sixth Congress, at an estimated cost of \$19,323,000;

11 Ashtabula Harbor, Ohio: House Document Numbered
12 148, Eighty-sixth Congress, at an estimated cost of \$4,077,-
13 000;

14 Buffalo Harbor, New York: House Document Num-
15 bered 151, Eighty-sixth Congress, at an estimated cost of
16 \$2,352,000;

17 Kahului Harbor, Island of Maui, Hawaii: House Docu-
18 ment Numbered 109, Eighty-sixth Congress, at an estimated
19 cost of \$944,500;

20 BEACH EROSION CONTROL

21 South Kingstown and Westerly, Rhode Island: House
22 Document Numbered 30, Eighty-sixth Congress, at an esti-
23 mated cost of \$140,300;

1 Key West, Florida: House Document Numbered 413,
2 Eighty-fifth Congress, at an estimated cost of \$231,200.

3 SEC. 102. That the Secretary of the Army is hereby
4 authorized to reimburse local interests for such work done
5 by them, on the beach erosion projects authorized in section
6 101, subsequent to the initiation of the cooperative studies
7 which form the basis for the projects: *Provided*, That the
8 work which may have been done on these projects is ap-
9 proved by the Chief of Engineers as being in accordance with
10 the projects hereby adopted: *Provided further*, That such
11 reimbursement shall be subject to appropriations applicable
12 thereto or funds available therefor and shall not take prece-
13 dence over other pending projects of higher priority for
14 improvements.

15 SEC. 103. The Secretary of the Army is hereby author-
16 ized and directed to cause surveys to be made at the fol-
17 lowing named localities and subject to all applicable pro-
18 visions of section 10 of the River and Harbor Act of 1950:

19 Calf Island, between Roque Island Bluffs and Sea-
20 wall Point, Maine.

21 Green Harbor, Marshfield, Massachusetts.

22 Nauset Harbor, Massachusetts.

23 Eel Pond, Menauhant, Massachusetts.

24 Pleasant Bay, Massachusetts.

25 Rye Harbor (Playland Marina), New York.

1 Sturgeon Creek, Middlesex County, Virginia.

2 Beresford Creek, South Carolina.

3 Washburn Harbor, Wisconsin.

4 SEC. 104. Title I of this Act may be cited as the "River
5 and Harbor Act of 1959".

6 TITLE II—FLOOD CONTROL

7 SEC. 201. That section 3 of the Act approved June 22,
8 1936 (Public Law Numbered 738, Seventy-fourth Con-
9 gress), as amended by section 2 of the Act approved June
10 28, 1938 (Public Law Numbered 761, Seventy-fifth Con-
11 gress), shall apply to all works authorized in this title ex-
12 cept that for any channel improvement or channel rectifi-
13 cation project, provisions (a), (b), and (c) of section 3
14 of said Act of June 22, 1936, shall apply thereto, and ex-
15 cept as otherwise provided by law: *Provided*, That the au-
16 thorization for any flood-control project herein adopted re-
17 quiring local cooperation shall expire five years from the
18 date on which local interests are notified in writing by the
19 Department of the Army of the requirements of local coop-
20 eration, unless said interests shall within said time furnish
21 assurances satisfactory to the Secretary of the Army that
22 the required cooperation will be furnished.

23 SEC. 202. The provisions of section 1 of the Act of De-
24 cember 22, 1944 (Public Law Numbered 534, Seventy-
25 eighth Congress, second session), shall govern with respect

1 to projects authorized in this Act, and the procedures therein
2 set forth with respect to plans, proposals, or reports for
3 works of improvement for navigation or flood control and for
4 irrigation and purposes incidental thereto shall apply as if
5 herein set forth in full.

6 SEC. 203. The following works of improvement for the
7 benefit of navigation and the control of destructive flood-
8 waters and other purposes are hereby adopted and author-
9 ized to be prosecuted under the direction of the Secretary
10 of the Army and the supervision of the Chief of Engineers
11 in accordance with the plans in the respective reports here-
12 inafter designated and subject to the conditions set forth
13 therein: *Provided*, That the necessary plans, specifications,
14 and preliminary work may be prosecuted on any project
15 authorized in this title with funds from appropriations here-
16 tofore or hereafter made for flood control so as to be ready
17 for rapid inauguration of a construction program: *Provided*
18 *further*, That the projects authorized herein shall be initiated
19 as expeditiously and prosecuted as vigorously as may be con-
20 sistent with budgetary requirements: *And provided further*,
21 That penstocks and other similar facilities adapted to pos-
22 sible future use in the development of hydroelectric power
23 shall be installed in any dam authorized in this Act for
24 construction by the Department of the Army when approved

1 by the Secretary of the Army on the recommendation of the
2 Chief of Engineers and the Federal Power Commission.

3 BLACKSTONE RIVER BASIN

4 The project for flood protection on Blackstone, Mill, and
5 Peters Rivers, in Woonsocket, Rhode Island, is hereby au-
6 thorized substantially in accordance with the recommenda-
7 tions of the Chief of Engineers in Senate Document Num-
8 bered 87, Eighty-fifth Congress, at an estimated cost of
9 \$2,970,000.

10 CENTRAL AND SOUTHERN FLORIDA

11 In addition to previous authorizations, there is hereby
12 authorized to be appropriated the sum of \$1,000,000 for
13 the prosecution of the central and southern Florida compre-
14 hensive plan for flood control and other purposes approved
15 in the Flood Control Act of 1948, and subsequent Acts of
16 Congress.

17 TRINITY RIVER BASIN

18 The comprehensive plan for improvement of the Trinity
19 River and tributaries, Texas, as authorized by the River and
20 Harbor Act of 1945, is modified to provide for construction
21 of the Bardwell Reservoir on Waxahachie Creek, in the Rich-
22 land, Chambers, and Cedar Creeks watershed, at an esti-
23 mated ultimate net Federal cost for construction in addition
24 to that now authorized of \$5,104,000, substantially in ac-

1 cordance with the recommendations of the Chief of Engi-
2 neers in House Document Numbered 424, Eighty-fifth
3 Congress.

4 GUADALUPE RIVER BASIN

5 The project for flood control on Blieders Creek, Texas,
6 is hereby authorized substantially in accordance with the
7 recommendations of the Chief of Engineers in House Docu-
8 ment Numbered —, Eighty-sixth Congress, at an estimated
9 cost of \$1,060,000.

10 WHITE RIVER BASIN

11 In addition to previous authorizations, there is hereby
12 authorized to be appropriated the sum of \$32,000,000, for
13 the prosecution of the comprehensive plan for the White
14 River Basin authorized by the Flood Control Act of June
15 28, 1938, as amended and supplemented by subsequent
16 Acts of Congress.

17 ARKANSAS RIVER BASIN

18 The general comprehensive plan for flood control and
19 other purposes for the Arkansas River Basin, approved by
20 the Act of June 28, 1938, as amended, and the multiple-
21 purpose plan for the Arkansas River and tributaries,
22 Arkansas and Oklahoma, approved by the River and Harbor
23 Act of July 24, 1946, as amended, are hereby further
24 amended to provide for the incorporation of the two plans
25 into a single plan of development: *Provided*, That authoriza-

1 tions heretofore, herein and hereafter made available for the
2 Arkansas River Basin shall be applicable to the combined
3 plan of development.

4 There is hereby authorized to be appropriated the sum
5 of \$94,000,000 for prosecution of the combined plan of
6 development for the Arkansas River Basin as herein au-
7 thorized.

8 MISSOURI RIVER BASIN

9 In addition to previous authorizations, there is hereby
10 authorized to be appropriated the sum of \$132,000,000 for
11 the prosecution of the comprehensive plan for the Missouri
12 River Basin approved in the Act of June 28, 1938, as
13 amended, and supplemented by subsequent Acts of Con-
14 gress.

15 OHIO RIVER BASIN

16 The project for flood protection on Connoquenessing
17 Creek at Butler, Pennsylvania, is hereby authorized sub-
18 stantially in accordance with the recommendations of the
19 Chief of Engineers in House Document Numbered 110,
20 Eighty-sixth Congress, at an estimated cost of \$1,558,700.

21 The project for the North Fork Reservoir on the North
22 Fork of Pound River, Virginia, is hereby authorized sub-
23 stantially in accordance with the recommendations of the
24 Chief of Engineers in House Document —, Eighty-sixth Con-
25 gress, at an estimated cost of \$3,681,000.

1 MOJAVE RIVER BASIN

2 The plan for flood control on the Mojave River, Califor-
3 nia, is hereby authorized substantially in accordance with the
4 recommendations of the Chief of Engineers in House Docu-
5 ment Numbered 164, Eighty-sixth Congress, at an estimated
6 cost of \$3,070,000.

7 LOS ANGELES RIVER BASIN

8 In addition to previous authorizations, there is hereby
9 authorized to be appropriated the sum of \$30,000,000 for the
10 prosecution of the comprehensive plan approved in the Act
11 of August 18, 1941, as amended and supplemented by sub-
12 sequent Acts of Congress.

13 WALNUT CREEK BASIN

14 The plan for flood protection on Walnut Creek, Cali-
15 fornia, is hereby authorized substantially as recommended by
16 the Chief of Engineers in House Document Numbered 76,
17 Eighty-sixth Congress, at an estimated cost of \$17,980,000.

18 COLUMBIA RIVER BASIN

19 In addition to previous authorizations, there is hereby
20 authorized to be appropriated the sum of \$90,000,000 for the
21 projects and plans for the Columbia River Basin, including
22 the Willamette River Basin, authorized by the Flood Control
23 Act of June 28, 1938, and subsequent Acts of Congress, in-
24 cluding the Flood Control Acts of May 17, 1950, September
25 3, 1954, and July 3, 1958.

1 SEC. 204. The Secretary of the Army is hereby author-
2 ized and directed to cause surveys for flood control and allied
3 purposes, including channel and major drainage improve-
4 ments, and floods aggravated by or due to wind or tidal
5 effects, to be made under the direction of the Chief of Engi-
6 neers, in drainage areas of the United States and its Terri-
7 torial possessions, which include the following-named locali-
8 ties: *Provided*, That after the regular or formal reports made
9 on any survey are submitted to Congress, no supplemental or
10 additional report or estimate shall be made unless authorized
11 by law except that the Secretary of the Army may cause a
12 review of any examination or survey to be made and a report
13 thereon submitted to Congress if such review is required
14 by the national defense or by changed physical or economic
15 conditions: *Provided further*, That the Government shall not
16 be deemed to have entered upon any project for the improve-
17 ment of any waterway or harbor mentioned in this title until
18 the project for the proposed work shall have been adopted
19 by law:

20 Phillippi Creek, Florida.

21 SEC. 205. Title II of the Act may be cited as the "Flood
22 Control Act of 1959".

86TH CONGRESS
1ST SESSION

H. R. 7634

[Report No. 541]

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

By Mr. DAVIS of Tennessee

JUNE 9, 1959

Referred to the Committee on Public Works

JUNE 12, 1959

Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

July 15, 1959

9. HOUSING. Agreed to a motion by Sen. Johnson to refer the President's veto message on S. 57, the housing bill, to the Banking and Currency Committee, stating that the Housing Subcommittee "plans to hold only hearings in connection with the veto message." p. 12234
Sens. Johnson, Sparkman, Dodd, and others criticized the President's veto of the housing bill. pp. 12185-6, 12261-73
10. PERSONNEL. Passed over, at the request of Sen. Keating, S. 1845, to authorize the Secretary of Commerce to fix the annual rates of basic compensation of examiners-in-chief of patents, including a provision to increase the salaries of the Administrative Assistant Secretaries to \$19,000. p. 12255
11. FARM LABOR. Sen. McCarthy commended the Attorney General for upholding "the right of the Secretary of Labor to set certain conditions of wage, working and living conditions for domestic migratory workers," and inserted two articles discussing migratory labor conditions. pp. 12277-8
Sen. Langer inserted a letter from the executive secretary of the Red River Valley Potato Growers Assoc. opposing legislation to exempt "farm enterprises with less than 2,244 man-days of hired farm labor" from the Fair Labor Standards Act. p. 12178
12. EGGS. Sen. Langer inserted a letter he received critical of the low price of eggs. p. 12178
13. LEGISLATIVE PROGRAM. Sen. Johnson announced that the following bills may be considered at any time: S. 314, to direct the Secretary of Agriculture to make available to textile mills CCC surplus cotton at reduced prices, and S. 2162, the employee health insurance bill. pp. 12198, 12276

HOUSE

14. PERSONNEL. The Government Operations Committee voted to report (but did not actually report with amendment) H. R. 5196, to increase the maximum rates of per diem allowance for Government employees traveling on official business. The "Daily Digest" states that the release date on the report will be July 16 at 6 p.m. p. D613
15. AREA REDEVELOPMENT. Rep. Flood inserted a commentary by the Area Employment Expansion Committee critical of the signers of the minority report of the House Banking and Currency Committee who "while giving a grudging preference to the administration proposal," the commentary states, are opposed to the "whole principle of area redevelopment." pp. 12310-1
16. PUBLIC WORKS. The Rules Committee reported a resolution for the consideration of H. R. 7634, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control. p. 12313
17. CIVIL DEFENSE. Rep. Holifield and others discussed our civil defense preparedness and fallout, and Rep. Holifield stated that "if the Federal Government gives the leadership in the passive defense field as it is giving in the military defense field today, then the problem of adequate civil defense will be met," while Rep. Wolf argued that "our food abundance should be considered in our national defense budget ... and must not be used as a price depressant club to be held over the heads of our farmers." pp. 12302-10

18. INFLATION. Rep. Schwengel and others discussed inflation and Rep. Schwengel stated that "it is tragic ... that many people have come to think that a free enterprise system cannot maintain a vigorous rate of growth without a continuously upward-moving price level." pp. 12297-300
19. FORESTRY. The Interstate and Foreign Commerce Committee reported a study on pulp, paper, and board supply demand newsprint outlook (H. Rept. 671). p. 12313
20. MINERALS; LANDS; LEASING. The Interior and Insular Affairs Committee voted to report (but did not actually report) (1) H. Con. Res. 177, declaring the sense of Congress on the depressed domestic mining and mineral industries affecting public and other land; (2) H. R. 5849, to modify conditions under which Alaska may select lands made subject to lease, permit, license, or contract; and (3) with amendment H. R. 6939, to amend the act providing for the leasing of coal lands in Alaska in order to increase the acreage limitation in such act. p. D613
21. ADMINISTRATIVE AGENCIES. A subcommittee of the Judiciary Committee voted to report to the full committee H. R. 7559, to provide for reasonable notice of application to the U. S. courts of appeals for interlocutory relief against the orders of certain administrative agencies. pp. D613-4
22. LEGISLATIVE PROGRAM. Rep. McCormack stated that H. R. 7634, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control would be considered today (July 16) and that possibly the conference report on H. R. 7634, the military construction authorization bill would be considered this week. p. 12292

ITEMS IN APPENDIX

23. WATER RESOURCES. Sen. Holland commended and inserted an address by Brig. Gen. John L. Person, Asst. Chief of Engineers for Civil Works, "Water Resource Development and National Security." pp. A6081-3
24. FORESTS. Sen. Neuberger inserted an editorial, "The U. S. National Forests: The Greatest Good of the Greatest Number in the Long Run," paying "deserved tribute to the beauties of our U. S. national forests and to the dedicated men and women of the career ranks of the Forest Service who supervise and operate them." p. A6085
25. WHEAT. Extension of remarks of Sen. Engle inserting an editorial (which includes a letter by Rep. Albert), "Letters to the Times -- Wheat Legislation Upheld -- Vetoed Bill Said To Reduce Costs, Reverse Surplus Buildup." pp. A6085-6
26. RECLAMATION. Various insertions and extension of remarks on the proposed Trinity River project. pp. A6088, A6122, A6123-4
27. CORN. Extension of remarks of Sen. Martin inserting the text of a booklet, "Clean Corn Will Pay Dividends," and stating that "it is an excellent factual presentation of the benefits which will derive to farmers from keeping stored corn clean, and free from rodents and insects." pp. A6100-1
28. FARM LABOR. Extension of remarks of Rep. Roosevelt expressing concern "for the wages, working conditions, housing, and health standards of farm labor in our country, especially the laborers who are hired for seasonal work on the large

CONSIDERATION OF H.R. 7634

JULY 15, 1959.—Referred to the House Calendar and ordered to be printed

Mr. BOLLING, from the Committee on Rules, submitted the following

R E P O R T

[To accompany H. Res. 317]

The Committee on Rules, having had under consideration House Resolution 317, report the same to the House with the recommendation that the resolution do pass.

○

House Calendar No. 112

86TH CONGRESS
1ST SESSION

H. RES. 317

[Report No. 676]

IN THE HOUSE OF REPRESENTATIVES

JULY 15, 1959

Mr. BOLLING, from the Committee on Rules, reported the following resolution ;
which was referred to the House Calendar and ordered to be printed

RESOLUTION

1 *Resolved*, That upon the adoption of this resolution it
2 shall be in order to move that the House resolve itself into
3 the Committee of the Whole House on the State of the
4 Union for the consideration of the bill (H.R. 7634), au-
5 thorizing the construction, repair, and preservation of certain
6 public works on rivers and harbors for navigation, flood con-
7 trol, and for other purposes. After general debate, which
8 shall be confined to the bill, and shall continue not to exceed
9 two hours, to be equally divided and controlled by the chair-
10 man and ranking minority member of the Committee on
11 Public Works, the bill shall be read for amendment under
12 the five-minute rule. At the conclusion of the consideration

1 of the bill for amendment, the Committee shall rise and
2 report the bill to the House with such amendments as may
3 have been adopted, and the previous question shall be con-
4 sidered as ordered on the bill and amendments thereto to
5 final passage without intervening motion except one motion
6 to recommit.

House Calendar No. 112

86TH CONGRESS
1ST SESSION

H. RES. 317

[Report No. 676]

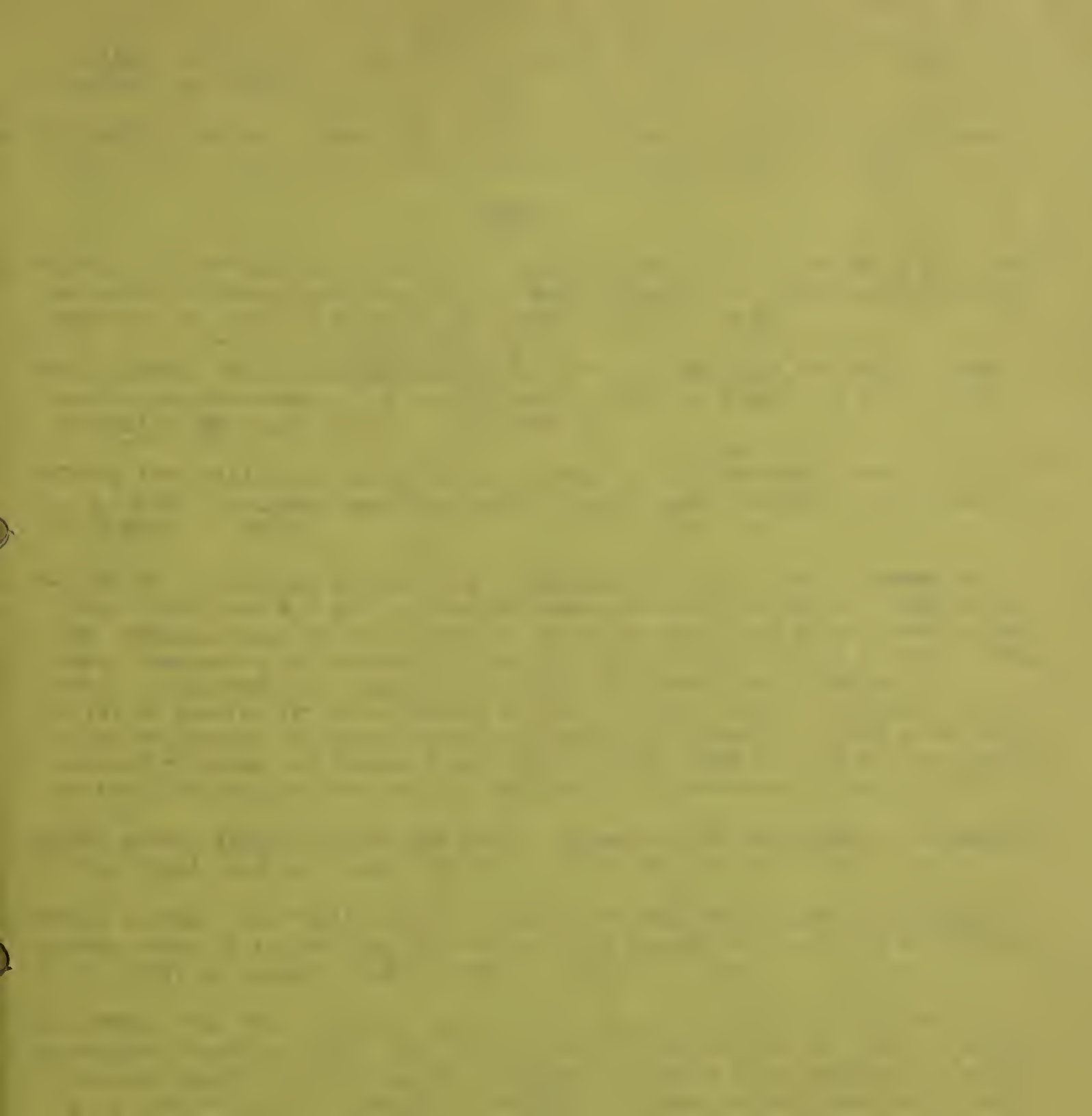
RESOLUTION

Providing for the consideration of H.R. 7634,
a bill authorizing the construction, repair,
and preservation of certain public works on
rivers and harbors for navigation, flood con-
trol, and for other purposes.

By Mr. BOLLING

JULY 15, 1959

Referred to the House Calendar and ordered to be
printed



July 16, 1959

hearings, and S. 600, relative to establishment of an Office of Administrative Practice. p. 12323

12. LEGISLATIVE PROGRAM. Sen. Johnson announced that a vote will be taken Tues., July 21, on S. 1138, the veterans' loan and training bill. p. 12372

HOUSE

13. TRAVEL. The Government Operations Committee reported with amendment H. R. 5196, to increase the maximum rates of per diem allowance for Government employees traveling on official business (H. Rept. 683). p. 12439

14. PUBLIC WORKS. Passed ~~as reported~~ ^{with amendments} H. R. 7634, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control. pp. 12388-98

15. DEFENSE APPROPRIATION BILL FOR 1960. Agreed to a conference on this bill, H. R. 7454. Conferees were appointed. Senate conferees have already been appointed. p. 12386

16. ACCOUNTING. Concurred in the Senate amendment to H. R. 6134, to amend the Federal Employees Pay Act to eliminate the authority to charge to certain current appropriations or allotments the gross amount of the salary earnings of Federal employees for certain pay periods occurring in part in previous fiscal years. Also adopted an amendment to the Senate amendment offered by Rep. Murray to provide for an effective date of the Senate amendment which relates to the assignment of former Members of Congress to certain within grade steps (presently Members of Congress must start in the first step of the pay grade and this amendment allows Members to start in higher steps). pp. 12398-9

17. ATOMIC ENERGY APPROPRIATIONS FOR 1960. Authorized the Appropriations Committee to have until midnight today (July 17) to report this bill. p. 12386

18. CREDIT UNIONS. The "Daily Digest" states that the Banking and Currency Committee voted to report (but did not actually report) a clean bill in lieu of H. R. 5777, relating to Federal credit unions. p. D620

19. PERSONNEL. The "Daily Digest" states that the Post Office and Civil Service Committee voted to report (but did not actually report) H. R. 7758, to provide increased benefits to Government personnel stationed in a foreign area relating to cost of living allowances, storage and transportation expenses, sick and annual leave, and other provisions. p. D620

20. FOREIGN AFFAIRS. The Banking and Currency Committee reported with amendment H. R. 7072, to provide the participation of the United States in the Inter-American Development Bank (H. Rept. 678). p. 12439

21. LEGISLATIVE OVERSIGHT. Rep. Harris discussed some of the activities of the Special Subcommittee on Legislative Oversight concerning the investigation of certain rules, regulations, and administrative actions of several regulatory agencies and stated that the Subcommittee has had to concentrate its investigations to six agencies including the Federal Power Commission, Federal Trade Commission, and Interstate Commerce Commission. pp. 12414-7

22. INFLATION; INTEREST RATES. Rep. Reuss and others discussed interest rates, inflation, the public debt, and the Federal Reserve. pp. 12429-33, 12435-6

23. MUTUAL SECURITY. The "Daily Digest" states that conferees met in executive session to resolve the differences between the House and Senate passed versions of H. R. 7500, the mutual security authorization bill for 1959, but came to no conclusion thereon and will meet today (July 17). p. D621
24. LEGISLATIVE PROGRAM. Rep. McCormack stated that next week the Consent Calendar would be called on Mon. and that there would be several suspensions including H. R. 968, the Vale Federal reclamation project, Ore., and H. R. 804, the Spokane Valley Federal reclamation project, that on Tues. the Private Calendar and the Atomic Energy appropriation bill would be considered, that conference reports could be brought up at any time, and that action of the mutual security appropriation bill would commence after the President signs the authorization bill. p. 12388
25. ADJOURNED until Mon., July 20. p. 12438

ITEMS IN APPENDIX

26. SURPLUS COMMODITIES. Sen. Humphrey inserted his recent address, "How to Win the Economic Cold War," in which he stated that "we must put our agricultural abundance to good use . . .," and "there is something wrong when a nation stores food in caves while millions of people go unfed," and recommended an extension and expansion of Public Law 480. pp. A6143-4
27. RECLAMATION. Sen. Curtis inserted Interior Secretary Seaton's address discussing the reclamation programs and accomplishment of the administration. pp. A6144-5
Extension of remarks of Rep. Gubser quoting excerpts from various articles on the proposed Trinity River project. p. A6180
28. FAMILY FARM. Extension of remarks of Rep. Van Zandt commending and inserting an article, "Will the Family Farm Fade Out of the American Scene?" pp. A6152-3
29. SEED. Extension of remarks of Rep. Mumma inserting an address by Charles B. Mills, American Seed Trade Ass'n, discussing the benefits received from extensive research by the seed industry. pp. A6158-9
30. WATER RESOURCES. Extension of remarks of Rep. Aspinall inserting an address by the Director of the Office of Saline Water, "Unlocking a New Water Supply." pp. A6161-2
Rep. Blatnik inserted the report of the committee on industrial water use, pollution abatement, etc. pp. A6162-4
Rep. Rogers inserted various resolutions adopted by the Nat'l Rivers and Harbors Congress. pp. A6170-1
31. ELECTRIFICATION. Extension of remarks of Rep. Jensen objecting to certain alleged criticisms of him by Clyde T. Ellis, and stating that "for years Mr. Ellis has attempted to smear me in the minds of REA members." pp. A6166-7
32. FOOD-FOR-PEACE. Extension of remarks of Reps. Cunningham and Wolf inserting editorials favoring the proposed food-for-peace plans. pp. A6161-2
33. FARM PROGRAM. Extension of remarks of Rep. Stubblefield inserting an article, "Shift of Public Opinion Against Farmer Will Not Help Agriculture." p. A6173

There was no objection.

The SPEAKER. The Clerk will report the amendment to the Senate amendment.

The Clerk read as follows: *

Mr. WALTER of Pennsylvania moves to concur in the Senate amendment with an amendment, as follows: In lieu of the Senate amendment insert the following:

"SEC. 2. Section 4(a) and (b) of the Act of September 11, 1957, (71 Stat. 639-640) is hereby amended to read as follows:

"SEC. 4. (a) On or before June 30, 1960, special nonquota immigrant visas may be issued in accordance with the provisions of subsection (b) of this section to eligible orphans as therein defined who are under fourteen years of age at the time the visa is issued. Not more than two such special nonquota immigrant visas may be issued to eligible orphans adopted or to be adopted by any one United States citizen and spouse, unless necessary to prevent the separation of brothers or sisters. No natural parent of any such eligible orphan shall thereafter, by virtue of such parentage, be accorded any right, privilege, or status under the Immigration and Nationality Act.

"(b) When used in this section, the term "eligible orphan" shall mean an alien child who (1) is an orphan because of the death or disappearance of both parents, or because of abandonment or desertion by, or separation or loss from, both parents, or who has only one parent due to the death or disappearance of, abandonment, or desertion by, or separation or loss from the other parent and the remaining parent is incapable of providing care for such orphan and has in writing irrevocably released him for emigration and adoption; (2) (A) has been lawfully adopted abroad by a United States citizen and spouse, or (B) is coming to the United States for adoption by a United States citizen and spouse; and (3) is ineligible for admission into the United States solely because that portion of the quota to which he would otherwise be chargeable is oversubscribed by applicants registered on the consular waiting list at the time his visa application is made.

"Any United States citizen and spouse claiming that any eligible orphan is entitled to a nonquota immigrant status under subsection (a) of this section may file a petition with the Attorney General. The petition shall be in such form and shall contain such information and be supported by such documentary evidence as the Attorney General may by regulations prescribe. The petition shall establish to the satisfaction of the Attorney General that the petitioners will care for such eligible orphan properly if he is admitted to the United States and, if such eligible orphan has not been lawfully adopted abroad, that they will adopt such orphan in the United States and that the preadoption requirements, if any, of the State of such orphan's proposed residence have been met. After an investigation of the facts in each case, the Attorney General shall, if he determines the facts stated in the petition are true and that the petitioning United States citizen and spouse are persons of good moral character, approve the petition and forward one copy thereof to the Department of State. The Secretary of State shall then authorize the consular officer concerned to grant nonquota immigrant status to the beneficiary of such petition after the consular officer has determined that such beneficiary is an eligible orphan as herein defined."

The SPEAKER. The question is on the motion offered by the gentleman from Pennsylvania [Mr. WALTER].

The motion was agreed to.

The title of the bill was amended to read: "A bill to amend section 4 and section 6 of the act of September 11, 1957."

A motion to reconsider was laid on the table.

PERMISSION TO ADDRESS THE HOUSE

Mr. HOFFMAN of Michigan. Mr. Speaker, I ask unanimous consent that on Tuesday next, at the conclusion of the legislative business and any other special orders heretofore entered, I may be permitted to address the House for 30 minutes to express my admiration and sympathy for the Speaker of the House and for the leader of the Democratic Party in the Senate.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

CIVIL RIGHTS

(Mr. POWELL asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POWELL. Mr. Speaker, the Committee on Education and Labor yesterday tentatively approved a bill-of-rights amendment to the new labor-management bill. It is unconscionable to think that any bill of rights can exist without there being included a guarantee of civil rights. There are 2,500,000 white workers in the trade movement today herded in an undemocratic ghetto from which are excluded all Negroes, Puerto Ricans, Jews, and, in some instances, Catholics. Anyone who votes for a labor-management bill that includes a bill of rights without any rights of admission guaranteed for all Americans is flirting with the label of hypocrisy. Therefore, I am offering such an amendment to remedy this anti-American situation.

KHRUSHCHEV'S VULGAR BLUSTER

(Mr. MONAGAN asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. MONAGAN. Mr. Speaker, this morning's newspaper carried the story of an attack upon religion made by Soviet Premier Nikita Khrushchev at Ketowice, Poland.

Addressing a group of Catholic coal miners, the Premier said:

I do not want to wound your religious sentiments, but I want to underline that priests in your church promise you paradise in the sky after you are dead. But we Communists want to make you happy on earth. Are you satisfied with your lot in life?

He asked and stopped, apparently for a response from his audience.

According to the newspaper report, "the crowd stood in complete silence."

In this characteristic and consistent speech, the Soviet Premier has revealed for all the world once more to see the basic materialism and insensitivity of the Communist approach.

To Khrushchev it is obvious that man is somewhat like Pavlov's famous dog

and responds to the stimulus of material satisfaction without regard to his need for spiritual satisfaction. The Communist boss following Marx, Lenin, and Stalin has not the slightest concept of the realm of the spiritual and the human need for the consolation and support of religion.

How inappropriate too, for him to have made his revealing speech in Poland where for centuries the courageous Poles have undergone successive waves of invasion and persecution, but to the admiration of the world have preserved unabated their devotion to their religion and their love of liberty.

No wonder the response of the doughty Polish miners to Khrushchev's vulgar campaign bluster was complete silence.

There could have been no more eloquent reply.

ADJOURNMENT

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that when the House adjourns today it adjourn to meet on Monday next.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

CALENDAR WEDNESDAY

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that Calendar Wednesday of next week be dispensed with.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

COMMITTEE ON MERCHANT MARINE AND FISHERIES

Mr. SMITH of Virginia. Mr. Speaker, I offer a privileged resolution (H. Res. 319) from the Committee on Rules and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That House Resolution 105, Eighty-sixth Congress, first session, is amended on page 2, line 11, by striking the comma after "Canal Zone", inserting a semicolon in lieu thereof, and inserting the following: "Provided further, That two subcommittees thereof, not exceeding six members and not exceeding two staff members each, as authorized to do so by the chairman of the committee, are hereby authorized to sit and act during the present Congress at such times and places without the United States, in connection with steamship conferences."

The resolution was agreed to.

A motion to reconsider was laid on the table.

COMMITTEE ON MERCHANT MARINE AND FISHERIES

(Mr. SMITH of Virginia asked and was given permission to address the House for 1 minute.)

Mr. SMITH of Virginia. Mr. Speaker, this resolution has to do with some foreign travel by the Committee on Merchant Marine and Fisheries because of

the fact that there are a number of very important international conferences about to take place with respect to shipping matters in which it is extremely desirable that we should be represented. The purpose of this resolution is to permit them a very limited amount of foreign travel in order to attend these conferences.

RIVER AND HARBOR AND FLOOD-CONTROL PROJECTS

Mr. BOLLING. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 317 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes. After general debate, which shall be confined to the bill, and shall continue not to exceed two hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Public Works, the bill shall be read for amendment under the five-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted, and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

PROGRAM FOR BALANCE OF THE WEEK AND NEXT WEEK

Mr. ARENDS. Mr. Speaker, will the gentleman yield?

Mr. BOLLING. I yield to the gentleman from Illinois.

Mr. ARENDS. I would like to inquire of the majority leader if he will advise us as to the program for the balance of the week and next week.

Mr. McCORMACK. There is no further program for the rest of this week. The program for next week is as follows:

On Monday there will be the call of the Consent Calendar and there will be three suspensions:

H.R. 968, Vale Federal reclamation project, Oregon.

H.R. 804, Spokane Valley Federal reclamation project.

H.R. 7125, out of the Committee on Public Works, authorizing an appropriation of \$25,000 for a study and a report later on in connection with the Adams Parkway in Massachusetts. This is a preliminary study.

On Tuesday there will be the call of the Private Calendar and the Atomic Energy appropriation bill.

Also on Tuesday there is the launching of the nuclear ship *Savannah* at Camden, and a number of Members on both sides will be there.

I think the Committee on Merchant Marine and Fisheries has been officially invited and because of that it has been agreed, subject to the consent of the

House, that any rollcalls on Monday or Tuesday would take place on Wednesday.

For Wednesday and the balance of the week, if a rule is reported out on the TVA bill, which is on the Speaker's desk, that will be taken up either on Wednesday or some other day.

H.R. 3216, a bill relating to habeas corpus proceedings in the Federal courts in relation to prisoners convicted under State law will be brought up.

Also House Joint Resolution 115, reserve site, District of Columbia, Franklin Delano Roosevelt Memorial.

Then there is the usual reservation, that conference reports may be brought up at any time and that any further program will be announced as soon as possible.

Mr. BROWN of Ohio. Mr. Speaker, will the gentleman yield?

Mr. ARENDS. I yield to the gentleman from Ohio.

Mr. BROWN of Ohio. Mr. Speaker, I wonder if the majority leader can give us any information as to when any labor measure may come up.

Mr. McCORMACK. I am unable now to give any information on that.

Mr. BROWN of Ohio. Can the gentleman give us any information as to when we may expect action on the so-called mutual security appropriation bill?

Mr. McCORMACK. My information is that the Subcommittee on Appropriations is waiting until the authorization bill is signed by the President before they proceed, which, of course, is natural.

Mr. BROWN of Ohio. Then we have one other measure that I think may come up for consideration before adjournment, and that is the civil rights bill. Does the gentleman have any information on that?

Mr. McCORMACK. There are other bills, of course.

Mr. BROWN of Ohio. Oh, yes; there are plenty of bills.

Mr. McCORMACK. I made some remarks last week urging committees to get out bills that we must act on before this session is over, as soon as possible. I reiterate what I said on that occasion.

Mr. ARENDS. Mr. Speaker, I thank the gentleman.

POSTPONEMENT OF ROLLCALLS ON MONDAY AND TUESDAY OF NEXT WEEK

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that in the event of any rollcalls asked for on Monday or Tuesday of next week, further consideration of the bills on which rollcalls are requested, will be postponed until Wednesday of next week.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

RIVER AND HARBOR AND FLOOD-CONTROL PROJECTS

Mr. BOLLING. Mr. Speaker, I yield 30 minutes to the gentleman from Ohio [Mr. BROWN]; and pending that, I yield myself such time as I may consume.

Mr. Speaker, the reading of the resolution made clear its purpose. It is to make in order the consideration of a public works bill. It is a public works bill which, as I understand, was reported unanimously by the committee. There was no controversy whatsoever. Therefore, I reserve the balance of my time.

Mr. BROWN of Ohio. Mr. Speaker, this rule makes in order H.R. 7634, as the gentleman from Missouri [Mr. BOLLING] has so ably explained. It is the biennium authorization bill for river and harbor improvements and for flood control projects, which comes out of the House Committee on Public Works. Rather surprisingly, it was reported by a unanimous vote, for the first time in my recollection. The bill carries in it only authorizations for projects that have been approved by the Army Engineers. It is also my understanding that the Bureau of the Budget, perhaps for the first time, has said it had no objection to any items contained in the bill.

The rule was also reported from the Committee on Rules by unanimous vote. I have no other comment to make on the measure except to urge its consideration.

At this time, Mr. Speaker, I yield 5 minutes to the gentleman from Michigan [Mr. HOFFMAN].

[Mr. HOFFMAN of Michigan addressed the House. His remarks will appear hereafter in the Appendix.]

Mr. BOLLING. Mr. Speaker, I yield to the gentleman from North Carolina [Mr. BONNER].

Mr. BONNER. Mr. Speaker, I ask unanimous consent that the bill, H.R. 5431, be taken from the calendar and referred back to the Committee on Merchant Marine and Fisheries. Mr. Speaker, I want to make an observation. We do not desire to prejudice the bill, and the request is made because of the fact that the Treasury in their report made a mistake of \$148,000. That item is in the report of the committee accompanying this bill. The committee does not desire to have that report become a permanent record. Therefore, Mr. Speaker, I ask unanimous consent that the bill be recommitted to the Committee on Merchant Marine and Fisheries.

The SPEAKER. Is there objection to the request of the gentleman from North Carolina?

There was no objection.

Mr. BOLLING. Mr. Speaker, I move the previous question on the resolution. The previous question was ordered.

The resolution was agreed to.

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 7634) with Mr. HAYS in the chair.

The Clerk read the title of the bill.

By unanimous consent the first reading of the bill was dispensed with.

The CHAIRMAN. Under the rule the gentleman from Tennessee [Mr. DAVIS] will be recognized for 1 hour and the gentleman from Washington [Mr. MACK] for 1 hour.

The Chair recognizes the gentleman from Tennessee [Mr. DAVIS].

Mr. DAVIS of Tennessee. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, before discussing this bill, H.R. 7634, which, as you know, is an omnibus rivers, harbors, beach erosion, and flood control bill, I should like to express my appreciation as chairman of the Subcommittee on Flood Control of the Committee on Public Works for the cooperation of every last member of that committee. We have held very long and exhaustive hearings on every project contained in this bill.

I am particularly indebted to my distinguished colleague the gentleman from Washington [Mr. MACK], ranking minority member of our committee, for all that he has done in connection with it, and along with that, of course, goes an expression of appreciation to all on his side of the aisle and certainly on our side.

I want to take just 1 minute, because our committee has been very active this year: We brought out the stream pollution control bill, the public buildings bill, the TVA bill, and now this omnibus rivers and harbors bill; and, we have pending further consideration of the highway bill. In all of these matters, which have taken a lot of time and effort, we have had fine support from our Chief Clerk, Mrs. Margaret R. Beiter, our chief counsel, Richard Sullivan, and our minority counsel, Mr. Robert McConnell, and our engineer-consultant, Mr. Joseph R. Brennan. I think it will not be necessary to dwell long on this bill, but I should like to remind all of you, if I may have your attention—and if I do have your attention we can dispose of this matter rather quickly I believe—I should like to remind you that we brought out an omnibus bill of this character in 1956. It has been the rule over a long period of years to offer to the House a bill of this nature every 2 to 4 years, because it is necessary. In 1956 we brought to the House a bill and it was vetoed. We came back in 1957 and got as far as the Rules Committee. In 1958, in the second session we passed a bill, but the President of the United States vetoed it. We came back a few weeks later in 1958 and passed a bill. The President signed it and it is now public law. I make this statement, Mr. Chairman, because we have lost some time and we have had a lag which makes absolutely imperative the passing of this bill at this time.

I call your attention to a statement we wrote into our bill last year, and I read from the report:

The committee notes that the basin authorization requirements are based upon anticipated appropriations through fiscal year 1960. It should be understood that in view of the delay in enacting omnibus legislation, shortages may possibly occur in some basins in the next year or so even though the

amounts in the bill are made available. This will necessitate consideration of considerable amounts of authorization in 1959.

So we have brought this bill to you which has the approval of the Chief of Army Engineers, the unanimous approval of the Committee on Public Works of this House, and which has cleared the Bureau of the Budget. I am sure you will be delighted, as I am, that this committee has brought to you a bill as clean as a hound's tooth and which has cleared the Bureau of the Budget.

This bill calls for an expenditure of \$640,931,500. I must say to the House, however, that this morning we approved 11 other projects which have likewise been approved unanimously by the committee and by the Chief of Army Engineers and which cleared the budget. We thought it was only fair to the Members who had these important projects which we had discussed and upon which we had lots of testimony in this bill, because it will be another 2 years before we come to the House again for this authority.

I should like to remind you that in this bill we have a limited number of projects. Twenty-eight of these are in connection with navigation and 2 in connection with beach erosion, making a total of 30. In the bill last year we had 57 on navigation and 14 on beach erosion, making a total of 71. That is in chapter I.

I should like to say before I leave that subject that in these navigation projects 12 are related to the Great Lakes harbors, made necessary because of the integration demands of the Great Lakes harbors with the already completed St. Lawrence Seaway. In other words, these harbors should be able to take care of these heavily loaded vessels with iron ore and other weighty products and must be improved to accommodate these heavier vessels. Twelve of these, as I say, relate to those harbors. The others are separated pretty widely over the country.

Mr. GROSS. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Iowa.

Mr. GROSS. Did I understand the gentlemen to say that the Committee on Public Works has approved 11 other projects in a bill reported out today?

Mr. DAVIS of Tennessee. Yes, we approved those, and if the gentleman will recall I said we thought it only fair to approve those because they had cleared all of the agencies and they involve only \$16 million additional. We thought it fair because it will be another 2 years before we could possibly get to them again.

Mr. GROSS. I did not hear the gentleman state the amount, but is it \$16 million which is proposed to be added to this bill?

Mr. DAVIS of Tennessee. Yes. I want to be frank here and say that the addition of the \$16 million will make the total \$656 million, plus.

Mr. GROSS. Let me ask the gentleman this question: This bill calls for \$640,931,500, but nowhere in the report do I find the usual table comparing the expenditures contained in this bill with the budget request or with the spending

for last year. Can the gentleman give me those comparative figures?

Mr. DAVIS of Tennessee. All of these figures have been cleared by the Bureau of the Budget. I gave the gentleman the grand total.

Mr. BLATNIK. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Minnesota.

Mr. BLATNIK. This is an authorization bill based on the cost estimates submitted by the Corps of Engineers and by the Bureau of the Budget. It is only after these projects get to the Appropriations Committee for a given year that a level of spending may be recommended by the Bureau of the Budget. Then you have a comparative table of what the request was and what the Bureau of the Budget approved and what the committee finally granted.

Mr. GROSS. Can the gentleman give me any estimate of how this compares, any comparative statement?

Mr. BLATNIK. All we have here are the projects that have gone through all of the stages of the governmental agencies, and as approved by the agencies and now authorized. This is an authorization bill, as I stated. So, I do not know what it can compare it with. I can tell you what we authorized in our last bill a year ago.

Mr. GROSS. Yes; I would like to have it.

Mr. BLATNIK. The grand total was \$1.5 billion. This is less than half of the authorization bill of a year ago.

Mr. GROSS. I thank the gentleman from Tennessee and the gentleman from Minnesota.

Mr. DAVIS of Tennessee. At this point may I further state to my esteemed friend that this authorization bill carries a top figure of cost, and the Engineers will have to present their needs to the Bureau of the Budget and through the President of the United States it will be transmitted here, and then the Committee on Appropriations will, of course, use its judgment and work its will as to how much they will allow. And, it must be said that some of these projects will carry a far lesser priority than others, and some of these projects may not be built in a decade.

Mr. McCORMACK. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Massachusetts.

Mr. McCORMACK. In other words, the passage of an authorization bill is not a spending measure.

Mr. DAVIS of Tennessee. That is correct. I think we have cleared the record on that.

Mr. JONAS. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from North Carolina.

Mr. JONAS. With respect to the 11 additional projects, they will be submitted to the committee in the form of committee amendments.

Mr. DAVIS of Tennessee. That is correct.

Mr. JONAS. Is a list of those projects made available?

Mr. DAVIS of Tennessee. I believe the gentleman has the information there, and you have it spelled out as to amounts and the sections of the country involved. And, I am glad to say that they all have a satisfactory benefit-to-cost ratio. We have been very careful about that.

Mr. SCHERER. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Ohio.

Mr. SCHERER. The fact is that there are about \$8 billion worth of authorizations for which no appropriations have been made; is that not right?

Mr. DAVIS of Tennessee. That is correct.

Mr. SCHERER. And the committee is going to try to get rid of some of these authorization that have been previously made to reduce the amount.

Mr. DAVIS of Tennessee. My esteemed colleague has made a correct statement. We are working toward the deauthorization of a lot of these projects, and that is a difficult thing to approach. But, we are making headway in that direction, and I am hoping that when we come back here in January our committee will show some real progress, because we are at work on it now.

Mr. VANIK. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Ohio.

Mr. VANIK. Have the hearings on this bill been prepared?

Mr. DAVIS of Tennessee. The report number is 541, but the hearings were not printed.

Mr. VANIK. Is it planned that they will be printed before we get to the appropriation bill?

Mr. DAVIS of Tennessee. Oh, certainly. No effort will be made to get an appropriation until next year.

Mr. VANIK. I thank the gentleman.

Mr. DAVIS of Tennessee. Now, if I may, I will pass on to title II. Last year we had 68 flood-control projects. This year we only include 7. We had 12 river-basin projects in last year's bill, and we have only 6 this time, making a total of 13.

I should like to state that the Congress in its wisdom has never given the Corps of Engineers a blank check on this matter of spending nor on authorizations. A river-basin project will require a certain amount of money. When the Corps of Engineers spends up to that amount or within a dangerous approach to that amount, they are required to come back to our committee, and we must come back to you to authorize any increase in the authorization so that they can then go to the Committee on Appropriations and present their request for more money.

Now, then, we have these six river basins so close to the margin of safety, and we have to have a year's lag in there, because you go before the Committee on Appropriations to get money. These six projects covering these river basins will be found on page 41 of our report.

I do not want to take too much of your time, but it includes the Blackstone River Basin in Rhode Island, the Trinity River Basin in Texas, the

Guadalupe River Basin in Texas, the Arkansas River Basin, the White River Basin, the Missouri River Basin, another basin on the Ohio River, North Fork Reservoir, Virginia, the Mojave River in California, and a very important one, the Los Angeles River Basin, and that is a comprehensive plan, and the Walnut Creek Basin in California. And, another very important basin is the Columbia River. In other words, all of these river basins are reaching the margin of authorization, and we have got to increase it now because it will be 2 years more before we can do it, and the Engineers have to have this authorization to be able to go before the Committee on Appropriations.

Mr. JONAS. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman.

Mr. JONAS. I notice in looking at the report that there is a variation in the amount of local cooperation in navigation projects. Will the gentleman tell the committee what is the formula that is used to decide the extent of local cooperation? Is that considered on an individual basis or does the committee follow a regular formula?

Mr. DAVIS of Tennessee. In the main the gentleman is correct. That is, you may have a community in this country which has had serious flood troubles, damage to property and loss of life; and that community can go just so far in local contributions. You may find another community that can go further in their contribution. We recognize that this problem is a nationwide problem. The engineers go into the matter with extreme care and we in the committee hear them exhaustively and come up with the fairest formula that we can arrive at.

Mr. JONAS. If the gentleman will yield further, I was particularly struck by the fact that in the case of the navigation project shown on page 7, it calls for a local contribution of 4 percent, while the project on page 9 calls for a local contribution of 50 percent.

Mr. BLATNIK. Mr. Chairman, will the gentleman yield to me?

Mr. DAVIS of Tennessee. I yield.

Mr. BLATNIK. I should like to attempt to clarify that. There is no flat formula on a percentage basis covering local contributions. It depends on the nature of the project. If we are in a rocky area, where it would be an expensive proposition to deepen a channel or widen it, the Federal contribution will be high as compared to an area where there is moderate silting. The local contribution is of the usual character; land easements, rights-of-way, terminal facilities, access roads, and so forth.

In the case of the project on page 7, to which the gentleman refers, we have a 50 percent local contribution. There the usage is largely for the protection of recreational craft where a heavier contribution is asked of the local people.

Mr. JONAS. Mr. Chairman, if the gentleman will yield further, may the Members who are not members of the legislative committee assume that it is the policy of the legislative committee to

try to obtain local cooperation and contribution in all of these projects?

Mr. DAVIS of Tennessee. Every last one of them has some local contribution.

Mr. MACK of Washington. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Washington.

Mr. MACK of Washington. In cases where we are developing facilities for sports activities, such as yachts and fishing, the local community must supply a larger percentage of the fund, usually 50 percent of the cost of the project, as it relates to sports or recreational features of the project, whereas projects that are purely commercial, such as commercial fishing or commerce boats, the Federal Government supplies 100 percent.

Mr. JONAS. I thank the gentleman.

Mr. DAVIS of Tennessee. Mr. Chairman, I shall conclude in just a minute. It may be of interest to the Members to know that:

The many operating projects are now integral to the well-being of our economy. The navigable waterways improved by the Corps of Engineers at congressional direction now extend over 23,000 miles and provided for movements of 115 billion ton-miles of traffic in 1957. Nearly 300 local flood-protection projects, and 151 flood-control and multiple-purpose reservoirs have prevented over \$9 billion in flood damages to date, nearly 3 times the cost of the flood-control measures.

I hope I am not immodest when I say that I think this is something of a tribute to the legislative committee of this body which has so carefully screened and gone over these reports; and it is a greater compliment to the outstanding work of the Corps of Engineers in planning and designing and constructing these projects.

Some of the corps' large reservoirs now in operation provide more than 1.2 million acre-feet of water, equivalent to nearly 400 billion gallons, on contract for municipal and industrial water supply.

I should like to inject that our committee is now paying more and more attention to the overall water resources problem in this country because the water table is continuing to lower, and in many sections of our country we actually have an acute shortage of water. We recognize we are going to have to pay more and more attention to stream pollution, for instance, because in certain parts of the country we are going to have to clean up the waters so that we can use and reuse those same waters. Likewise, we know that pollution is increasing and we do know that more demand by industry is made for our water. So it becomes a rather impelling question.

The report reads further:

In addition, in 1958, the corps released from its reservoirs 1.6 million acre-feet of water for irrigation.

That should be interesting. Even in my own part of the country in certain places, they are taking water from the great Mississippi River and irrigating farm land.

The report reads further:

The normal pools of corps reservoirs provide about 3 million acres of surface area and provided 95 million visitor-days of recreational use in 1958.

I should like to close by saying that when you build these reservoirs and when you build these projects to guard and protect against flood damage and to save human life, you can use these very reservoirs for recreation. Hundreds and hundreds of thousands of people and, I can quite accurately state, even millions of people are visiting these reservoirs to fish and to swim and to operate boats for their recreation. In all these reservoirs where attention has been given to recreation, it has improved the economy of that section of the country because these reservoirs bring all these people from a distance and they buy everything from fishhooks to all sorts of supplies. I trust this bill, and I did not intend to take as much time as I did, but I hope this bill will see your early, thorough, and hearty approval.

Mr. BLATNIK. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield.

Mr. BLATNIK. I would like at this time to speak, I know, in behalf of the members of the House Committee on Public Works to express our appreciation to the chairman of the Flood Control Subcommittee that handles by far the largest volume, certainly dollarwise, of the very important water use projects in America for the patience and understanding that our friend, the gentleman from Tennessee [Mr. DAVIS] has shown at all times. This work requires a tremendous amount of time besides the time consumed in committee hearings with delegations coming from all parts of the country to appeal to their own Congressman who then takes his constituents to the chairman of the committee. I know that is so because I have been one of those who has brought my delegation to our chairman for help on matters affecting Great Lakes problems and the St. Lawrence Seaway problems. I know I speak for all of us when I say that on these very highly technical propositions involving projects that are of great concern and import to the entire country, it takes a great deal of time. The RECORD does not show it and we would like to express our appreciation on this occasion on the floor of the House.

Mr. DAVIS of Tennessee. I appreciate that very much. I feel terribly bad, as I reviewed this matter, that I did not pay tribute to my colleagues who has just spoken so kindly. JOHN BLATNIK is chairman of the Subcommittee on Rivers and Harbors. He is one of the ablest men in the House of Representatives and certainly one of the most industrious and intelligent members of our committee. It was he who handled not only all of these navigation projects with very great care and skill, but it was JOHN BLATNIK who also brought out for successful passage by this House a very important bill on stream pollution to which I referred just a moment ago. So we do think we have a great committee.

Mr. MACK of Washington. Mr. Chairman, I yield myself such time as I may require.

Mr. CRAMER. Mr. Chairman, will the gentleman yield?

Mr. MACK of Washington. I yield.

Mr. CRAMER. I am delighted to join with the distinguished gentleman from Washington [Mr. MACK] and with the chairman of the subcommittee [Mr. DAVIS] in support of this omnibus Rivers and Harbors bill; and I am happy that the Public Works Committee saw fit to include projects that do not have the same debatable and controversial aspects the previous 85th session omnibus bills had that led to a Presidential veto and to opposition by the minority. I am glad that the Public Works Committee is unanimous in support of the bill.

I am happy to join the gentleman from Washington in his remarks and be associated with him therein.

Mr. MACK of Washington. Mr. Chairman, the distinguished gentleman from Minnesota [Mr. BLATNIK], chairman of the House Rivers and Harbors Committee, has paid very fine and deserved compliments to the chairman of the Flood Control Subcommittee, the gentleman from Tennessee [Mr. DAVIS]. Mr. DAVIS in turn has paid very fine compliments to the gentleman from Minnesota for his chairmanship and handling of the rivers and harbors part of this bill. I agree with both of these gentlemen and join in paying compliment to both the gentleman from Tennessee and the gentleman from Minnesota.

Mr. Chairman, more than a century and a quarter ago, in 1823, the Congress of the United States enacted a law which declared that "all waters on which steamships regularly pass from port to port shall be considered post roads", that is, roads over which mail may be carried.

But navigable waterways were in truth highways long before Congress enacted that law. The first highways known to civilized man were the Nile and Euphrates Rivers. When civilization was young and boats frail, all of the centers of population grew up along the rivers which provided the only available means for the movement of persons and goods from place to place.

Later, as boats became more sturdy, civilization moved out onto the inland seas such as the Mediterranean. Then Rome, Carthage, and Athens came into their prosperity and glory. By the 15th century, boats being more seaworthy, the oceans became man's newest highways. Since that time nearly all of the great population centers of the world have grown up along the seacoasts where rail and water transportation meet.

It is interesting to note that in our own country the 15 largest cities of the Nation all are ocean, lake or river ports. Not until we come down to the 16th city in population, Indianapolis, Ind., do we find a great American city that is not on navigable water.

We Americans proudly and truthfully boast that we can outproduce the world in manufactured goods—a fact that we have demonstrated time and time again in both war and peace. The strength of our great American productive system is not derived from well equipped and efficient factories alone but in large part is due to the fact that because of river and harbor bills enacted by Congress we

possess the world's most efficient transportation system—water, rail and concrete highways—to move raw materials from forests and mines to our factories and the finished goods from producing mills to the consuming centers of our own country and the world.

In improving rivers and harbors Congress is in fact building highways, making production more efficient and more economical and helping to maintain America's historical record of being able to outproduce the world.

This bill is in fact another highway bill and a good one. Despite the development of waterway navigation through bills like the one before us today, newspaper reporters and Congressmen who live remote from navigation have for years been calling bills like the present one "porkbarrel bills," implying they are a waste of taxpayers' money.

The phrase "porkbarrel bill" is not of recent origin. It was applied in 1821, as far as I can ascertain, for the first time to a river and harbor bill that provided for the authorization of \$150 for the removal of obstructions in the Thames River in Connecticut.

It was applied 2 years later to a small authorization for removal of obstructions from between the Gloucester and Anniquam harbors in Massachusetts and in 1824 to the removal of sandbar and snags from a small section of the Mississippi River to facilitate the movement of cargo to foreign nations and thereby expand American overseas trade and the prosperity and development of our country.

The words "pork barrel" came from an old slave State practice of the slave owners occasionally rolling out the salt pork barrel and distributing pieces of pork to all the slaves who had been faithful and diligent in the service of their masters. Supposedly there was "pork" for every slave who had been faithful to his boss or master. The implication of "pork barrel" to a river and harbor bill was that all Congressmen who obeyed the political leaders of Congress received a project. We who have been Members of Congress any period of years know that this implication, even if it were once true, no longer is so.

Every project before it reaches the floor of Congress must be surveyed and approved by the U.S. Army Engineers, found by them to provide more benefits than its cost. It must have the approval of the Budget Bureau whose engineers also study the project. Then, it must obtain the approval of the House and Senate Subcommittees on Rivers and Harbors and their Committees on Public Works.

Politics plays a very minor part, if any, in a modern rivers and harbors bill. In all my experience in Congress I never have had the leaders of either political party ever suggest that some special project of any Congressman should be judged by any other formula than its merit.

It is only natural and always has been that Congressmen should want to see Federal funds expended in large amounts upon projects in their own areas. Those

who live far inland, remote from navigation, may sometimes look upon money spent for navigation projects as an extravagant waste of taxpayers' money. They coined the phrase "pork barrel" in reference to waterway projects of all kinds.

The very fact that these waterway developments have played so important a part in developing American commerce and providing the unequalled transportation system this Nation now has made the phrase "pork barrel" out-of-date and meaningless.

If it had not been for these so-called "pork barrel" bills, America would not today occupy the proud and powerful place she does in world trade and world power, nor would we have the great transportation system America now possesses and the factories operate as efficiently as our factories do.

These river and harbor projects—some of which have been bad but most of which have been good—have added to the wealth, prosperity, and employment of the Nation, and through the benefits they create paid for themselves time and again. The money spent on river and harbor navigation developments, just as has been the money spent on surface highways, has been one of the best investments this Nation ever has made.

Those who live in high areas where floods seldom, if ever, occur and who live remote from navigable waters often attack the river and harbor flood control bills. Also, they sometimes attack the U.S. Army Engineers who have the responsibility of developing and carrying out these programs.

I have been a member of the rivers and harbors and flood control committee now for a period of 13 years. Out of that experience I say to you that, in my opinion, the U.S. Army Engineers, the officers of whom in most cases are the top students from each graduation class of the U.S. Military Academy, are among the ablest and most dedicated public officials of our Nation.

The U.S. Army Engineers deserve the highest praise not condemnation.

The bill before you in total monetary authorization is the smallest in many years. It involves a total estimated cost of \$657,310,500 compared to a bill of more than twice that amount last year.

This bill contains 59 projects compared to 152 projects in last year's bill.

Many Members will recall that in last year's rivers and harbors flood control bill 18 projects were in controversy and that a vigorous effort was made by the minority to delete these 18 controversial projects from the bill. We offered 18 amendments to strike these 18 controversial projects from the bill. Our efforts failed. The bill was passed by the House and later by the Senate with all 18 of these controversial projects still in it.

I am happy to report, as has our chairman, that there are no controversial projects in this bill as far as the committee and executive agencies are concerned.

Every project in the bill has the approval of the U.S. Army Engineers, the Secretary of the Army, and the Gover-

nors of the States in which each project is situated. Every project in the bill has the unanimous approval of the subcommittees on flood control and rivers and harbors and the unanimous approval of the House Public Works Committee, the members of which has gone into all details of the projects during extensive hearings.

It is the unanimous recommendation of the minority members of the committee that this bill be approved and speeded on its way to Senate passage and presidential approval.

Mr. KNOX. Mr. Chairman, will the gentleman yield?

Mr. MACK of Washington. I yield to the gentleman from Michigan.

Mr. KNOX. I would like to compliment the committee at this time on the recognition of a much needed project in the Menominee River district. This project was approved in 1955. It is now contained in this authorization so that this much needed project may get under way. I appreciate the attention that the committee has given to the project in my district.

Mr. MACK of Washington. I thank the gentleman.

Mr. WAINWRIGHT. Mr. Chairman, will the gentleman yield?

Mr. MACK of Washington. I yield to the gentleman from New York.

Mr. WAINWRIGHT. I would also like to compliment the members of the committee and to thank them for including the Moriches and Shinnecock Inlets project in this particular bill.

(Mr. WAINWRIGHT asked and was given permission to revise and extend his remarks.)

Mr. MACK of Washington. Mr. Chairman, I yield such time as he may desire to the gentleman from Maine [Mr. McIntire].

(Mr. McIntire asked and was given permission to revise and extend his remarks.)

Mr. McIntire. Mr. Chairman, I wish to express to the chairman and members of the Committee on Public Works the appreciation of citizens of the communities of Stonington and Southwest Harbor, Maine, for the favorable consideration given by the committee to the harbor improvements authorized by this bill, H.R. 7634.

Each improvement project has been very carefully studied, the citizens are willing to bear their share of costs and each project has a very favorable rate of cost to benefits.

The full cooperation of the Corps of Army Engineers, the Bureau of the Budget, and the committee is deeply appreciated.

I assure the Members of the House these projects are in keeping with a sound program of river and harbor improvements.

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Florida [Mr. Rogers].

(Mr. Rogers of Florida asked and was given permission to revise and extend his remarks.)

Mr. ROGERS of Florida. Mr. Chairman, I want to express my appreciation

to the chairman of the Public Works Committee, and to the chairman of the Subcommittees on Flood Control and Rivers and Harbors, for their action in including the authorization of the Gulf Coast Shrimp Boat Harbors in H.R. 7634, by special committee amendment, as well as other projects for Florida.

As a former member of the Public Works Committee I know of the detailed study that is involved in each one of the projects that is included in the authorization bills, and I want to take this opportunity of again expressing my thanks to the members of the committee for the diligent study and consideration they gave to not only this project, but to the many that come for committee consideration. I want to also say again that it was a pleasure and an honor to serve as a member of this distinguished committee.

The Gulf Coast Shrimp Boat Harbors report received all of the necessary clearances, including the Budget Bureau. It covers two localities, both of which are in my congressional district:

Fort Myers Beach in Lee County for which the following improvements are recommended: Channel 12 feet deep and 150 feet wide from that depth in San Carlos Bay into Matanzas Pass, thence 11 feet deep and 125 feet wide through the pass, to the upper shrimp terminals, a total distance of about 2.1 miles. The estimated Federal cost is \$165,800, and non-Federal is \$4,900.

Naples in Collier County carries the following recommended improvements: Channel 12 feet deep and 150 feet wide from that depth in the Gulf of Mexico to Gordon Pass, thence 10 feet deep and 100 feet wide through Gordon Pass and Naples Bay to a point 400 feet south of the bridge on U.S. Highway No. 41, thence 10 feet deep and 70 feet wide to the bridge; a turning basin 10 feet deep, 150 feet wide, and 200 feet long in upper Naples Bay; and a turning basin 8 feet deep, generally 250 feet wide, and 670 feet long at the municipal yacht basin. The estimated Federal cost is \$207,200 and the non-Federal estimated cost is \$140,200.

Included in H.R. 7634 is authorization for the channel and harbor at Everglades, Fla., located in Collier County. The plan for recommended improvement is for a channel 60 feet wide and 8 feet deep from the Gulf of Mexico to mile 1.5 in Barron River at Everglades, Fla., with a turning basin about 0.5 acre in area near the upper end. The estimated Federal cost is \$117,200 and the non-Federal is \$24,600.

Also included in the authorization bill is an additional \$1 million deficit monetary authorization for the Central and Southern Florida Flood Control District.

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Florida [Mr. Fascell].

[Mr. Fascell's remarks will appear hereafter in the Appendix.]

(Mr. Fascell asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Illinois [Mr. KLUCZYNSKI].

Mr. KLUCZYNSKI. Mr. Chairman, I want to compliment the gentleman from Tennessee [Mr. DAVIS] for his wonderful explanation on H.R. 7634. I wholeheartedly support this important legislation which means so much to the entire country. I am happy that they have included in this bill the Calumet project in Illinois and Indiana which means so much to us in the Midwest. I am sure that that section of the country will be making great progress by reason of the inclusion of this project, and I want to thank the gentleman from Tennessee as well as all the other members of the committee for the splendid job they have done on this measure.

Mr. Chairman, I urge support of this very important legislation.

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Oklahoma [Mr. EDMONDSON].

Mr. EDMONDSON. Mr. Chairman, this bill represents another giant step forward in the march of American progress, and in the efforts of this Congress to provide for our Nation's rapidly expanding water needs.

For the people of Oklahoma, it represents another great advance in our program to develop the Arkansas River and its tributaries, and to bring the substantial benefits of water navigation to the great Southwest.

The \$94 million additional authorization for the Arkansas Basin will make possible adequate funding of the Arkansas multipurpose program through fiscal year 1962-63.

It is essential to assume the orderly development of the long-range basin program which now has the firm support of both the executive and legislative branches of our Government, as well as that of the people of the country.

I urge the approval of the bill.

(Mr. EDMONDSON asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Arkansas [Mr. HARRIS].

Mr. HARRIS. Mr. Chairman, I want to join our colleagues in complimenting the distinguished chairman of this great subcommittee and the committee itself for bringing to the Congress and to the Nation this authorization bill.

Recently there has come about an emergency in connection with an authorization for certain bank stabilization work on the Red River near Texarkana, Ark. This just developed recently. The Engineers have not had an opportunity to report it and to testify before the committee. We thought that there was sufficient authorization for this emergency project to proceed when appropriations were made available for it. It has to do with the possible destruction of an expensive and important bridge across the river.

Now, not having had an opportunity to develop it in the hearings, of course, I could not ask the subcommittee to in-

clude it in an amendment here. But, I know that these omnibus bills come about but once every 2 years on such a matter, and in view of the fact that the House is passing on this measure today and sending it on, I assume it will be a couple of more years before we have something brought back here for our consideration. I just wondered if I might at this time direct the gentleman's attention, as well as that of the committee, to this emergency matter and as to when it might be developed.

If the committee could hold hearings on that particular project, I wonder what would be the disposition of the committee toward a project of that kind.

Mr. DAVIS of Tennessee. Mr. Chairman, I must reply that inasmuch as this emergency has just occurred, as the gentleman has said, recently, I could not say what the committee would do. Naturally we would recognize the existence of an emergency. But I repeat that these projects must have the approval of the Chief of Engineers of the Army, and must clear the executive agencies. That has been our policy on these matters. Of course, the committee will be glad to cooperate with the gentleman as he works through the Chief of Army Engineers and these other agencies. It goes without saying that any real emergency such as the gentleman has described would have the sympathetic ear of the agencies to which I have referred.

Mr. HARRIS. I thank the gentleman very much. This matter was brought to my attention only yesterday. That is why I did not have the opportunity to bring it up before. I understand that Senator McCLELLAN and the representative of the Corps of Engineers are seeking an opportunity to appear before the committee on the other side as well as on this side. That is the reason I bring the matter to the attention of the committee at this time. I know that we would not want to see a railroad bridge across a river of this kind put in danger.

I thank the gentleman for his comments.

Mr. MACK of Washington. Mr. Chairman, will the gentleman yield?

Mr. HARRIS. I yield to the gentleman.

Mr. MACK of Washington. If the gentleman will file a resolution in the Committee on Public Works asking for a survey, I shall be glad to join with the Chairman to urge the Engineers to bring this matter up very promptly.

Mr. HARRIS. I thank the gentleman. That is precisely what I intended to do today. That is the reason why I wanted to know the disposition of the committee about these projects that are rather late in getting in. That was the purpose of my request. I thank the gentleman very much.

Mr. DAVIS of Tennessee. Mr. Chairman, we have no further requests for time on this side.

Mr. MACK of Washington. Mr. Chairman, I yield 5 minutes to the gentleman from California [Mr. BALDWIN], a member of the committee.

Mr. BALDWIN. Mr. Chairman, I rise in support of H.R. 7634. It has been my privilege during the past 5 years of serv-

ice on the Committee on Public Works to serve on the Flood Control Subcommittee and during those 5 years it has been my privilege to serve on that subcommittee under the chairmanship of the very fine chairman, the gentleman from Tennessee [Mr. DAVIS]. It has been a privilege to serve on that subcommittee under his leadership.

One of the first things I noticed when I went on that subcommittee 5 years ago was that the gentleman from Tennessee was deeply aware of the need for flood control throughout the United States. In my own State of California we had what was called the Christmas flood of 1955, a very disastrous flood in that State. When it became such an urgent matter that it was deemed advisable for a subcommittee to go out and view the situation first hand and hold some hearings right there on the ground, the gentleman from Tennessee [Mr. DAVIS] took his own personal time and had a subcommittee go out to the State, hold hearings there, and reassure the people in the flooded areas that assistance would come to them. It is impossible actually to measure the feeling of assurance that people have in flooded areas when a committee of this Congress comes to an area to view the situation first hand. It makes those people feel that they are not fighting their problem alone, that there will come to them assistance in the form of action of this body, when resolutions for help reach the floor of the House and the Senate in turn.

Two years ago, in the district which I have the honor to represent, there was a great flood in the Walnut Creek Watershed. Over 1,000 homes in that watershed were flooded. The chairman of our committee designated the Honorable JOHN McFALL, of California, and myself as a subcommittee to go out and view the area, which we did. Once again we saw the suffering, the damage that occurs when a flood comes. Many homes are seriously damaged and people have a feeling of great distress. Here again, the chairman of our subcommittee was kind enough to recognize the need of a flooded area of this type, and I want to express my personal thanks to him. In this bill is a provision for a flood control project on that Walnut Creek Watershed in Contra Costa County, Calif.

This bill, as the chairman has said, and as the gentleman from Washington [Mr. MACK], has said, has been cleared by every agency interested in the bill the Corps of Engineers, the Bureau of the Budget, and has the unanimous approval of our committee. It is a good bill. It is a bill in the best interests of the United States and in the best interests of all our people. I hope it will pass by a unanimous vote.

Mr. WOLF. Mr. Chairman, I am thrilled and gratified that the House Public Works Committee was sufficiently convinced of the need for dredging of the harbor at Dubuque, Iowa, to include it in this omnibus rivers and harbors bill.

The people whom I represent in the Second Congressional District of Iowa have been convinced since 1946 that this dredging was needed. Now, 13

years later, it is imperative in order to accommodate craft using the established 9-foot channel on the Mississippi River.

The first great need for this project is related to our national defense. I understand that under the Mobilization Planning Survey of the Department of Defense the Dubuque Boat & Boiler Co. is scheduled to build some vessels with drafts comparatively deep. Unless the harbor is dredged, it will be unable to produce what is required by the Department of Defense. It is imperative that the dredging be done previous to "M" day, so that this very difficult required production schedule will not be delayed. At the present time this company is unable to take any boats for construction with drafts of more than 5 or 6 feet.

The Dubuque Harbor is the only natural commercial harbor on the upper Mississippi, and the Dubuque Boat & Boiler Co. offers the only repair yard on the upper Mississippi above St. Louis. Under present conditions, it is impossible to get vessels into the harbor for repairs or layup. In former years as many as 50 to 60 vessels came to the harbor for these purposes.

Mr. Chairman, due to the shallowness of the harbor, the industries of the city of Dubuque, whose success depends on water transportation on the Mississippi River and docking facilities at the Dubuque Harbor, have had to restrict their operations. The shallow condition of the harbor is emphasized by the fact that the Coast Guard icebreaker touches bottom in the harbor.

Dubuque, with a population of 49,700, serves the commercial needs of the prosperous dairy-farming region of northeastern Iowa, northwestern Illinois, and southwestern Wisconsin. Its principal industries are based on the predominantly agricultural economy of the region. Its main products are farm implements, meat products, fertilizers, chemical products, furniture, boats, and boilers.

The district engineer estimates the average annual benefits of this project at \$73,250, consisting of transportation savings on new movements of petroleum, scrap iron, and salt. The benefit-cost ratio is \$8.83.

Mr. Chairman, there will be many benefits, direct and indirect, from this project.

First, in the event of mobilization, we will be able to meet the required schedule for construction of vessels.

The Federal Government's investment in the 100- by 20-foot marginal pier and the buildings located on the depot grounds will be protected.

A greater volume of craft can be repaired and altered at this point. This will mean more employment for the Dubuque area.

Dredging of the harbor will make possible the construction of a proposed set of marine ways. There are no facilities of this nature on the Mississippi River north of St. Louis, and river operators have repeatedly pointed to this need.

Dredge material will be dumped in low spots on public property, thereby

increasing the area available for industrial building.

It is expected the volume of shipping will increase, since Dubuque Harbor is an ideal point for shipping scrap, grain, and other items, and for receiving petroleum, sulfur, coal, molasses, and so forth, the shore being served by belt or spur lines connecting with the Burlington, Milwaukee, Illinois Central, and Great Western railroads.

I am glad that the House approved this bill.

Mr. BOWLES. Mr. Chairman, I welcome the decision of the committee to amend H.R. 7634 to include an authorization for the West Thompson Reservoir in eastern Connecticut.

I am sure many of my colleagues here remember reading of the devastating floods which struck eastern Connecticut and Massachusetts in the fall of 1955. One hundred and seven people lost their lives in that disaster, and the property loss was nearly \$600 million. The people of this area have been waiting nearly 4 years for the completion of the necessary safeguards against a possible repetition of such a catastrophe.

The committee amendment will be an enormous step in this direction. I am very pleased that the interim report of the Corps of Engineers has been submitted in time for the committee to include the West Thompson project in its amendment, and I urge my colleagues to support the committee's recommendation.

Mr. FASCELL. Mr. Chairman, I enthusiastically support the bill under consideration by the House today which authorizes the construction, repair, and preservation of civil works projects immeasurably beneficial to the development and economic growth of the Nation.

Over the years, Congress has developed a Federal program for participation in public works projects on navigable waterways, harbors, beach-erosion and flood-control areas. Over 23,000 miles of waterways have been improved under this program, and flood-control projects have prevented over \$9 billion in flood damages to date, nearly three times the cost of the flood-control measures.

Constant study of new needs and revision of the program are essential if we are to realize the maximum amount of sound regional and national development and the most efficient use of our financial and natural resources. Based upon the latest analyses of the developing needs of our Nation, the House Committee on Public Works, under the chairmanship of the distinguished gentleman from New York [Mr. BUCKLEY] and with the spirited cooperation of his entire committee membership, this civil works bill has been recommended to the House, and I vigorously lend my support to their recommendations.

Among the project proposed, analyzed, and approved in this bill is one authorizing Federal participation in the construction of a harbor at Miami, Fla. A brief review of the history and condition of the existing port facility at Miami will attest to the merit of the authorization contained in this bill allowing for Federal

participation in this construction project.

The present port at Miami was built in 1912 and was designed to accommodate the small population in the area at that time, as well as the size and design of the ships constructed in those early years. The present 45-year-old port is now obsolete and totally inadequate and inefficient for handling the tremendous cargo and passenger traffic emerging from the port of Miami. The population of this area has reached the 1 million mark, which is about one-third of the entire population of the State; 85 percent of the traffic at the port serves the immediate area, the two counties to the north accounting for the remainder. With the size and design of present-day ships, the use of the channel leading to the present port is restricted to one-way passage and to daylight movements because of insufficient depth, width, and navigation aids. The piers and bulkheads are in a deplorable condition, evidenced by a collapse of the bulkheads in 1954 which cost the city \$300,000 to replace. The apron along the pier ranges from 10 to 33 feet in width, as compared to the 50-foot apron now usually provided for present-day ships.

The Corps of Engineers project included in this bill contemplates widening the ship channel to 400 feet, enlarging the existing turning basin 300 feet along the south and northeasterly sides, and providing an irregular turning basin along the north side of Fisher Island about 39 acres in extent and 30 feet deep. Spoil dredged from the existing ship channel will be deposited on the low and undeveloped Dodge Island which the city will develop for dry-cargo facilities. Tanker terminal facilities will be constructed on nearby Fisher Island.

The estimated Federal cost for this project is \$3,818,000 in addition to which local interests will contribute \$2,116,000. The project has a sound benefit-cost ratio of 2.03.

The House Committee on Public Works during the course of its hearings and extensive executive consideration of this project, gave thorough, conscientious consideration to the views of some individual property owners in the area of the proposed port. The great majority of the people of my district, their local governmental officials, civic and business groups in the Greater Miami area and both of the leading newspapers in Miami are gratified that this fine committee, recognizing the obvious urgent need for action and the reasonableness of this proposed project, completed its study of the matter by including Miami Harbor among its many other fine recommendations for congressional authorization.

Upon passage of this bill, the city of Miami can effectively proceed with its construction and financing program so that this long-awaited improvement can be undertaken.

Another project included in this bill which is of great importance and interest to the people of my district is that which authorizes Federal participation in the beach-erosion construction already undertaken by the city of Key West, the plans for which have been under review by the Corps of Engineers.

Key West, Fla., is a first-rate tourist area and approximately 200,000 tourists visit the island annually. It is also the site of one of the prime installations of the U.S. Navy. Reliable estimates from the Commerce Department and other sources indicate a continued and dynamic growth for this area over and above the 32,000 permanent civilian and 23,000 Navy personnel population. The existing limited county beach on the eastern side of the island is inadequate for the present permanent population. It is a natural beach which has been eroded through the years and is ideal for inclusion in the Federal beach-erosion program now in progress. The engineers proposed project consists of artificial placement of a protective and recreational beach about 4 miles long and 100 feet wide. The estimated total cost of the project is \$693,600, of which one-third, or \$231,200 is the Federal contribution. Periodic nourishment is estimated to cost \$35,300, of which the Federal share will be \$11,800.

Restoration of this beach in the southernmost city in the United States will provide important recreational and shore-protection measures which are now lacking.

A third item of interest to residents of south Florida is the improvement to Baker's Haulover Inlet which the committee has thoughtfully included in the bill under consideration today. Baker's Haulover Inlet is a cut which connects Biscayne Bay with the Atlantic. The entire existing improvement was undertaken by local interests. The proposed Corps of Engineers project will allow for reconstruction of the jetties, protection of both sides of the inlet seaward of the 500-foot section, provision of a marked channel, 11 feet deep and 200 feet wide in the ocean entrance, and then a channel 8 feet deep and 100 feet wide to the Intracoastal Waterway, a Federal project. It also calls for a marine basin 8 feet deep and 200 feet wide. The benefit-cost ratio on this project is 3:2, the total cost being \$480,000, 50 percent of which is to be contributed by local interests. The annual charges on this project total \$29,000 as compared to the annual benefits of \$94,000.

Completion of this project will greatly increase the usefulness of this popular inlet in south Florida, and at the same time add to its navigational safety for the small boat traffic in the area.

A final item included in this bill which is of interest to all Floridians is the \$1 million increase in basin authorization for the central and southern Florida flood control program. This increase reflects what the committee felt were amounts necessary and sufficient for the next 2 years to permit sound progress and budgeting for this vital program to control the vast water resources of our State.

I am sure I share the feelings of all of the Members of the House that the committee has completed a worthwhile study of civil works projects needed in our country at this time and has recommended to the House a sound, well-conceived program. I wish to thank the chairman of the Subcommittee on Flood

Control, the distinguished gentleman from Tennessee [Mr. DAVIS], and the chairman of the Subcommittee on Rivers and Harbors, the distinguished gentleman from Minnesota [Mr. BLATNIK], for their assistance and understanding regarding these projects which are so vital to Florida and the country.

The CHAIRMAN. If there are no further requests for time, the Clerk will read the bill for amendment.

Mr. DAVIS of Tennessee. Mr. Chairman, I ask unanimous consent that the bill be considered as read, printed in the RECORD, and open for amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

The bill is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—RIVERS AND HARBORS

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated: *Provided*, That the provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full:

NAVIGATION

Southwest Harbor, Maine: House Document Numbered 408, Eighty-fifth Congress, at an estimated cost of \$240,000;

Stonington Harbor, Maine: House Document Numbered 36, Eighty-sixth Congress, at an estimated cost of \$198,000;

Cotuit Harbor, Massachusetts: House Document Numbered 142, Eighty-sixth Congress, at an estimated cost of \$320,000;

Moriches and Shinecock Inlets, New York: House Document Numbered 126, Eighty-sixth Congress, at an estimated cost of \$6,858,000;

Shem Creek, Charleston Harbor, South Carolina: House Document Numbered 35, Eighty-sixth Congress, maintenance;

Pascagoula Harbor, Mississippi: House Document Numbered 98, Eighty-sixth Congress, maintenance;

Everglades Harbor, Florida: House Document Numbered 147, Eighty-sixth Congress, at an estimated cost of \$117,200;

Miami Harbor, Florida: Senate Document Numbered 71, Eighty-fifth Congress, at an estimated cost of \$3,818,000;

Bayou Lafourche and Lafourche—Jump Waterway, Louisiana: House Document Numbered 112, Eighty-sixth Congress, at an estimated cost of \$4,664,000;

Bayous Petit Anse, Tigre, and Carlin, Louisiana: Senate Document Numbered 70, Eighty-fifth Congress, at an estimated cost of \$106,000;

Gulf Intracoastal Waterway, channel to Port Mansfield, Texas: Senate Document Numbered 11, Eighty-sixth Congress, at an estimated cost of \$3,431,000;

In addition to previous authorizations, there is hereby authorized the completion of the Barkley Dam project in Kentucky, au-

thorized by the River and Harbor Act of 1954, at an estimated additional cost of \$146,000,000;

Mississippi River between Missouri River and Minneapolis, Minnesota, at Dubuque, Iowa: House Document Numbered 56, Eighty-sixth Congress, at an estimated cost of \$38,000;

Red Wing Harbor, Minnesota: House Document Numbered 32, Eighty-sixth Congress, at an estimated cost of \$170,400;

Menominee Harbor and River, Michigan and Wisconsin: House Document Numbered 113, Eighty-sixth Congress, at an estimated cost of \$715,000;

Kewaunee Harbor, Wisconsin: Senate Document Numbered 19, Eighty-sixth Congress, at an estimated cost of \$81,900;

Two Harbors, Minnesota: House Document Numbered 146, Eighty-sixth Congress, at an estimated cost of \$162,000;

Duluth-Superior Harbor, Minnesota and Wisconsin: House Document Numbered 150, Eighty-sixth Congress, at an estimated cost of \$2,364,000;

Ashland Harbor, Wisconsin: House Document Numbered 165, Eighty-sixth Congress, at an estimated cost of \$1,495,000;

Presque Isle Harbor, Michigan: House Document Numbered 145, Eighty-sixth Congress, at an estimated cost of \$215,300;

Marquette Harbor, Michigan: House Document Numbered 154, Eighty-sixth Congress, at an estimated cost of \$236,000;

Calumet Harbor, Illinois and Indiana: House Document Numbered 149, Eighty-sixth Congress, at an estimated cost of \$5,240,000;

Toledo Harbor, Ohio: House Document Numbered 153, Eighty-sixth Congress, at an estimated cost of \$14,684,000;

Sandusky Harbor, Ohio: House Document Numbered 144, Eighty-sixth Congress, at an estimated cost of \$5,800,000;

Cleveland Harbor, Ohio: House Document Numbered 152, Eighty-sixth Congress, at an estimated cost of \$2,486,000;

Lorain Harbor, Ohio: House Document Numbered 166, Eighty-sixth Congress, at an estimated cost of \$19,323,000;

Ashtabula Harbor, Ohio: House Document Numbered 148, Eighty-sixth Congress, at an estimated cost of \$4,077,000;

Buffalo Harbor, New York: House Document Numbered 151, Eighty-sixth Congress, at an estimated cost of \$2,352,000;

Kahului Harbor, Island of Maui, Hawaii: House Document Numbered 109, Eighty-sixth Congress, at an estimated cost of \$944,500;

BEACH EROSION CONTROL

South Kingstown and Westerly, Rhode Island: House Document Numbered 30, Eighty-sixth Congress, at an estimated cost of \$140,300;

Key West, Florida: House Document Numbered 413, Eighty-fifth Congress, at an estimated cost of \$231,200.

SEC. 102. That the Secretary of the Army is hereby authorized to reimburse local interests for such work done by them, on the beach erosion projects authorized in section 101, subsequent to the initiation of the cooperative studies which form the basis for the projects: *Provided*, That the work which may have been done on these projects is approved by the Chief of Engineers as being in accordance with the projects hereby adopted: *Provided further*, That such reimbursement shall be subject to appropriations applicable thereto or funds available therefor and shall not take precedence over other pending projects of higher priority for improvements.

SEC. 103. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following named localities and subject to all applicable provisions of section 10 of the River and Harbor Act of 1950:

Calf Island, between Roque Island Bluffs and Seawall Point, Maine.

Green Harbor, Marshfield, Massachusetts.
Nauset Harbor, Massachusetts.
Eel Pond, Menauhant, Massachusetts.
Pleasant Bay, Massachusetts.
Rye Harbor (Playland Marina), New York.
Sturgeon Creek, Middlesex County, Virginia.

Beresford Creek, South Carolina.
Washburn Harbor, Wisconsin.

SEC. 104. Title I of this Act may be cited as the "River and Harbor Act of 1959".

TITLE II—FLOOD CONTROL

SEC. 201. That section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, and except as otherwise provided by law: *Provided*, That the authorization for any flood-control project herein adopted requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

SEC. 203. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein: *Provided*, That the necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations heretofore or hereafter made for flood control so as to be ready for rapid inauguration of a construction program: *Provided further*, That the projects authorized herein shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements: *And provided further*, That penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

BLACKSTONE RIVER BASIN

The project for flood protection on Blackstone, Mill, and Peters Rivers, in Woonsocket, Rhode Island, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Eighty-fifth Congress, at an estimated cost of \$2,970,000.

CENTRAL AND SOUTHERN FLORIDA

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$1,000,000 for the prosecution of the central and southern Florida comprehensive plan for flood control and other pur-

poses approved in the Flood Control Act of 1948, and subsequent Acts of Congress.

TRINITY RIVER BASIN

The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is modified to provide for construction of the Bardwell Reservoir on Waxahachie Creek, in the Richland, Chambers, and Cedar Creeks watershed, at an estimated ultimate net Federal cost for construction in addition to that now authorized of \$5,104,000, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 424, Eighty-fifth Congress.

GUADALUPE RIVER BASIN

The project for flood control on Bluders Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered —, Eighty-sixth Congress, at an estimated cost of \$1,060,000.

WHITE RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$32,000,000, for the prosecution of the comprehensive plan for the White River Basin authorized by the Flood Control Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress.

ARKANSAS RIVER BASIN

The general comprehensive plan for flood control and other purposes for the Arkansas River Basin, approved by the Act of June 28, 1938, as amended, and the multiple-purpose plan for the Arkansas River and tributaries, Arkansas and Oklahoma, approved by the River and Harbor Act of July 24, 1946, as amended, are hereby further amended to provide for the incorporation of the two plans into a single plan of development: *Provided*, That authorizations heretofore, herein and hereafter made available for the Arkansas River Basin shall be applicable to the combined plan of development.

There is hereby authorized to be appropriated the sum of \$94,000,000 for prosecution of the combined plan of development for the Arkansas River Basin as herein authorized.

MISSOURI RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$132,000,000 for the prosecution of the comprehensive plan for the Missouri River Basin approved in the Act of June 28, 1938, as amended, and supplemented by subsequent Acts of Congress.

OHIO RIVER BASIN

The project for flood protection on Connoquenessing Creek at Butler, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 110, Eighty-sixth Congress, at an estimated cost of \$1,558,700.

The project for the North Fork Reservoir on the North Fork of Pound River, Virginia, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document —, Eighty-sixth Congress, at an estimate cost of \$3,681,000.

MOJAVE RIVER BASIN

The plan for flood control on the Mojave River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 164, Eighty-sixth Congress, at an estimated cost of \$3,070,000.

LOS ANGELES RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$30,000,000 for the prosecution of the comprehensive plan approved in the

Act of August 18, 1941, as amended and supplemented by subsequent Acts of Congress.

WALNUT CREEK BASIN

The plan for flood protection on Walnut Creek, California, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 76, Eighty-sixth Congress, at an estimated cost of \$17,980,000.

COLUMBIA RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$90,000,000 for the projects and plans for the Columbia River Basin, including the Willamette River Basin, authorized by the Flood Control Act of June 28, 1938, and subsequent Acts of Congress, including the Flood Control Acts of May 17, 1950, September 3, 1954, and July 3, 1958.

SEC. 204. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its Territorial possessions, which include the following-named localities: *Provided*, That after the regular or formal reports made on any survey are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress if such review is required by the national defense or by changed physical or economic conditions: *Provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this title until the project for the proposed work shall have been adopted by law: Phillippi Creek, Florida.

SEC. 205. Title II of the Act may be cited as the "Flood Control Act of 1959".

Mr. DAVIS of Tennessee. Mr. Chairman, there are several committee amendments which are at the Clerk's desk. I ask unanimous consent that they be reported and be considered en bloc.

The CHAIRMAN. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

The Clerk read the committee amendments, as follows:

Amendments offered by Mr. DAVIS of Tennessee: Page 2, after line 14, insert the following:

"South Bristol Harbor, Maine: Senate Document Numbered 30, Eighty-sixth Congress, at an estimated cost of \$97,000;

"Wells Harbor, Maine: House Document Numbered 202, Eighty-sixth Congress, at an estimated cost of \$340,000;"

Page 2, after line 17, insert the following:

"Apponaug Cove, Rhode Island: House Document Numbered 143, Eighty-sixth Congress, at an estimated cost of \$180,000;"

Page 3, after line 3, insert the following:

"Gulf Coast Shrimp Boat Harbors, Florida: House Document Numbered 183, Eighty-sixth Congress, at an estimated cost of \$373,000;

"Bakers Haulover Inlet, Florida: House Document Numbered 189, Eighty-sixth Congress, at an estimated cost of \$239,000;"

Page 4, after line 12, insert the following:

"Duluth-Superior Harbor, Minnesota and Wisconsin: House Document Numbered 196, Eighty-sixth Congress, at an estimated cost of \$2,513,000;"

Page 4, after line 24, insert the following: "Indiana Harbor, Indiana: House Document Numbered 195, Eighty-sixth Congress, at an estimated cost of \$374,000;"

Page 5, after line 13, insert the following: "Erie Harbor, Pennsylvania: House Document Numbered 199, Eighty-sixth Congress, at an estimated cost of \$1,729,000;"

Page 7, after line 2, insert the following: "Lake Pontchartrain, Louisiana."

Page 9, after line 9, insert the following:

"THAMES RIVER BASIN

"The project for the West Thompson Reservoir on the Quinebaug River, Connecticut, is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered —, Eighty-sixth Congress, at an estimated cost of \$4,010,000."

Page 10, line 8, strike out the dash mark after the word "Numbered" and insert in lieu thereof "180".

Page 11, line 24, strike out the dash mark after the word "Document" and insert in lieu thereof "Numbered 184".

Page 11, after line 25, insert the following:

"GREAT LAKES BASIN

"The project for flood protection on Cayuga Inlet at and in the vicinity of Ithaca, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered —, Eighty-sixth Congress, at an estimated cost of \$3,950,000."

"The project for flood protection on Smokes Creek at and in the vicinity of Lackawanna, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 200, Eighty-sixth Congress, at an estimated cost of \$1,974,000."

The CHAIRMAN. The question is on the committee amendments.

Mr. HOFFMAN of Michigan. Mr. Chairman, a parliamentary inquiry.

The CHAIRMAN. The gentleman will state it.

Mr. HOFFMAN of Michigan. How can anyone get the floor now?

The CHAIRMAN. The gentleman from Michigan may rise in opposition to the amendments.

Mr. HOFFMAN of Michigan. On each one of them?

The CHAIRMAN. The amendments are being considered en bloc.

Mr. HOFFMAN of Michigan. Mr. Chairman, I move to strike out the last word, anyway, and the first word, too.

The CHAIRMAN. The gentleman from Michigan is recognized.

Mr. HOFFMAN of Michigan. Mr. Chairman, when I came in today I understood there had been some trouble with a previous bill, which was vetoed, that we had a new bill, and that the projects we objected to in the former bill had been kept out of the new bill; is that right?

Mr. DAVIS of Tennessee. That was in the last omnibus bill which we vetoed twice. Then we finally got it in such shape with the approval of the White House. The bill now before the House, I respectfully suggest, comes to you with the unanimous approval of the Committee on Public Works of the House, the approval of the Corps of Engineers, and has cleared the Bureau of the Budget. So all of these projects have been cleared by all of the executive agencies and we feel some pride that we

have brought to the House a bill which, after long thought and deliberation and a lot of hearings, is as clean as a hound's tooth so far as the rules and regulations are concerned.

Mr. HOFFMAN of Michigan. I have seen some pretty dirty dog teeth after the dog got into a flock of sheep. But what I would like to know is this: Is this in some way—and I will not characterize the way—but is this a partial repudiation of the veto of the President?

Mr. DAVIS of Tennessee. This has nothing at all to do with any action taken heretofore by the President or by the House of Representatives or even by the other body.

Mr. HOFFMAN of Michigan. Do you mean those who advised the President to veto the bill, and this is not circumventing what they suggested; is it? Or is it?

Mr. DAVIS of Tennessee. I certainly cannot answer for the advisers of the President. I do not know whom he would ask about that.

Mr. HOFFMAN of Michigan. Well, then, the veto.

Mr. DAVIS of Tennessee. I do say this with all respect to the gentleman, that we have brought you a bill with the unanimous approval of the Committee on Public Works.

Mr. HOFFMAN of Michigan. I understand that, but what I am getting at now is—is this a way of getting around at least a part of the effect of the President's veto? Are we putting back something that was in the bill to which he objected when he vetoed it?

Mr. DAVIS of Tennessee. I just cannot answer that because we are presenting a bill which, if the House passes it and the other body concurs, we will give you a bill which we think is a good bill.

We cannot, of course, control the President; whatever he does is his business.

Mr. HOFFMAN of Michigan. That is right. But I wondered if in this way we were taking a trick or two that he does not know about or disapproves of.

Mr. SMITH of Mississippi. Mr. Chairman, will the gentleman yield?

Mr. HOFFMAN of Michigan. Surely. Mr. SMITH of Mississippi. None of the projects in this bill were included in the bill the President vetoed. But I might point out that the President signed a bill which included most of the items he objected to when he vetoed the other bill.

Mr. GROSS. Mr. Chairman, will the gentleman yield?

Mr. HOFFMAN of Michigan. I yield. Mr. GROSS. The question I would like to have answered is whether any of these 11 amendments which are presently being added to the bill were in the bill as previously vetoed.

Mr. DAVIS of Tennessee. I would be glad to answer that. Not a single one, sir.

Mr. MACK of Washington. The gentleman from Michigan will recall that when the rivers and harbors and flood control bill was before Congress in 1959, we on the minority offered 13 amendments to strike 14 projects that were ob-

jectionable to the President and the administrative agencies, but they overrode our objections, accepted none of the objections, and the President vetoed the bill. Afterward, a few of those projects were restored because in the meantime we got reports from the different agencies.

There are no projects in this bill that were affected by the President's veto in 1958.

The CHAIRMAN. The time of the gentleman from Michigan has expired.

Mr. OLIVER. Mr. Chairman, I rise in opposition to the pro forma amendment.

The CHAIRMAN. The gentleman from Maine is recognized.

Mr. OLIVER. Mr. Chairman, I rise in support of this amendment.

The inclusion of the Wells Harbor project in the pending amendment along with these 10 other projects is greatly appreciated by me in the interests of my constituents in the town of Wells, as well as the entire southwesterly section of Maine.

This improvement to the coastal resources of my State will result in gains far beyond the costs of the projects. Fishermen, pleasure-boat enthusiasts, and taxpayers alike benefit through this type of development of this great natural resource of ours, the coastal shoreline of Maine. In fact, Mr. Chairman, this is a self-liquidating project, increasing the real values of the community and the entire area.

The history of the Wells area is most interesting. In 1873, the Federal Government repaired a Government pier at Wells Harbor and straightened and deepened the channel over the entrance bar. This work was completed at a cost of \$5,000. Since 1873, there have been no additional Federal expenditures for maintenance so that now only ruins of the pier remain. The town has constructed seawalls for the protection of private property near the harbor entrance, but has been unable to afford additional urgently needed expenditures for navigational improvement of the harbor.

The town of Wells is one of Maine's well-known vacation areas for those who love the sea and our beaches. This is evidenced by the fact that the town's permanent population is 2,300 while during the summer the town's population mounts to over 20,000. The principal economic activities in Wells are centered around commercial fishing and the summer recreational business. Both of these endeavors require modern, efficient, and safe navigational facilities. However, incredible as it may seem, there is at present no waterborne commerce or vessel traffic at Wells Harbor. Locally owned recreational and commercial fishing craft are based at other harbors, which have been similarly improved under Federal-State-community projects.

The adequate harbor facilities to be provided by this project are urgently required to meet local commercial fishing and recreational needs. The monetary dividends which will result from the development of the Wells Harbor project will return manifold the Federal invest-

ment of \$340,000 authorized by this amendment.

These projects which are before the House today in this omnibus bill constitute an investment in our Nation's future. Consequently, I strongly urge adoption of the pending amendment and passage of the bill.

(Mr. OLIVER asked and was given permission to revise and extend his remarks.)

Mr. HOFFMAN of Michigan. Mr. Chairman, I offer a preferential motion. The Clerk read as follows:

Mr. HOFFMAN of Michigan moves that the Committee do now rise and report the bill back to the House with the recommendation that the enacting clause be stricken out.

The CHAIRMAN. The gentleman from Michigan is recognized.

Mr. HOFFMAN of Michigan. Mr. Chairman, I ask the gentleman in charge of the bill on the minority side a question. All I want to know is whether any of the projects in the amendments, which total something near \$10 million, are items to which the administration has objection.

Mr. MACK of Washington. The administration has no objection.

Mr. HOFFMAN of Michigan. Just who do you include in "administration"?

Mr. MACK of Washington. The Army Engineers represent the administration; the Budget Bureau represents the administration. They all testified in favor of these 11 projects which have come in since the original bill was approved.

Mr. HOFFMAN of Michigan. Does whoever was responsible for the veto know about them?

Mr. MACK of Washington. The Army Engineers and the Budget Bureau would be directly responsible for advising the President to veto the bill. The Budget Bureau is for all of these projects.

Mr. SCHERER. If the gentleman will yield.

Mr. HOFFMAN of Michigan. Certainly.

Mr. SCHERER. The principal reason for the Presidential veto of the other bill was because of the inclusion of projects that did not have the approval of the Army Engineers or the Budget Bureau, or both. In the current instance, both in the bill and the amendments which the gentleman holds in his hand, the Bureau of the Budget and the Army Engineers have approved them.

Mr. HOFFMAN of Michigan. That is the information I sought. Thanks.

Mr. Chairman, I ask unanimous consent to withdraw my motion.

The CHAIRMAN. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. DAVIS of Tennessee. Mr. Chairman, I move the adoption of the amendments.

The amendments were agreed to.

The CHAIRMAN. Under the rule the Committee rises.

Accordingly the Committee rose, and the Speaker having resumed the chair, Mr. HAYS, Chairman of the Committee of the Whole House on the State of the

Union, reported that that Committee, having had under consideration the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, pursuant to House Resolution 317, he reported the bill back to the House with sundry amendments adopted in the Committee of the Whole.

The SPEAKER. Under the rule the previous question is ordered.

Is a separate vote demanded on any amendment? If not, the Chair will put them en gros.

The amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE TO EXTEND REMARKS

Mr. DAVIS of Tennessee. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to extend their remarks in the RECORD on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

AMENDING FEDERAL EMPLOYEES PAY ACT OF 1945

Mr. MURRAY. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H.R. 6134) to amend the Federal Employees Pay Act of 1945 to eliminate the authority to charge to certain current appropriations or allotments the gross amount of the salary earnings of Federal employees for certain pay periods occurring in part in previous fiscal years, with a Senate amendment thereto, and to consider the Senate amendment.

The Clerk read the title of the bill.

The Clerk read the Senate amendment, as follows:

After line 10, insert:

"Sec. 2. (a) Section 802(c) of the Classification Act of 1949, as amended (5 U.S.C. 1132(c)), as amended by inserting after the words 'service as such an employee,' the following: 'and any Member of the Senate or House of Representatives who has completed two or more years of service as such a Member,'."

(b) Section 501(b) of the Postal Field Service Classification Act of 1955, as amended (39 U.S.C. 991(b)), is amended by inserting after the words 'service as such an employee,' the following: 'and any Member of the Senate or House of Representatives who has completed two or more years of service as such a Member,'."

The SPEAKER. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

Mr. MURRAY. Mr. Speaker, I move to concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. MURRAY of Tennessee moves to concur in the Senate amendment with an amendment, as follows: At the end of the engrossed amendment of the Senate to the text of the bill, insert the following:

"Sec. 3. (a) The amendment made by section 2(a) of this Act shall become effective as of January 1, 1958.

"(b) The amendment made by section 2(b) of this Act shall become effective as of September 2, 1958.

"(c) Retroactive compensation or salary shall be paid, by reason of the amendments made by section 2 of this Act and the provisions of subsections (a) and (b) of this section, only to a former Member of the Senate or House of Representatives who, on the date of enactment of this Act, is in a position subject to the Classification Act of 1949 or the Postal Field Service Compensation Act of 1955, as the case may be, and with respect to whom appropriate administrative action is taken, pursuant to the amendments made by section 2 of this Act and the provisions of subsections (a) and (b) of this section, to advance such Member to a higher step rate of the grade or salary level concerned, as the case may be; and, when such administrative action is taken, such retroactive compensation or salary shall be paid to such former Member for all periods from and after the date of appointment of such former Member to the position concerned."

The SPEAKER. The question is on the motion offered by the gentleman from Tennessee [Mr. MURRAY].

The motion was agreed to.

The title was amended to read as follows: "An act to amend the Federal Employees Pay Act of 1945 to eliminate the authority to charge to certain current appropriations or allotments the gross amount of the salary earnings of Federal employees for certain pay periods occurring in part in previous fiscal years, and for other purposes."

A motion to reconsider was laid on the table.

(Mr. MURRAY asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. MURRAY. Mr. Speaker, the purpose of this bill, as it passed the House, was to eliminate a provision of the Federal Employees Pay Act of 1945 which was inconsistent with present budget and appropriations procedures. As it passed the House, the bill simply provides that payroll costs must be charged to the fiscal year in which they occurred. Under present laws the costs may be charged to either fiscal year in cases where the last payroll period beginning in the previous fiscal year extends beyond July 1.

The amendment added by the Senate was an amendment to correct an oversight which affects the within-grade step pay rate to which former Members of Congress may be assigned if they accept a position, paid under the Classification Act schedules, in the executive branch of the Government.

All other Federal employees, including legislative employees, may be assigned a within-grade step rate of their pay grade which is not above the salary they were previously receiving as a Federal employee. This is not the situation as far as Members of Congress are concerned. They must begin in the first step of the pay grade. This has been merely an oversight. The Senate amendment will correct the situation.

The amendment which I have sent to the desk to the bill as amended by the Senate provides an effective date for the Senate amendment. This is necessary in

86TH CONGRESS
1ST SESSION

H. R. 7634

IN THE SENATE OF THE UNITED STATES

JULY 17, 1959

Read twice and referred to the Committee on Public Works

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and author-
7 ized to be prosecuted under the direction of the Secretary of
8 the Army and supervision of the Chief of Engineers, in ac-
9 cordance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of sec-
2 tion 1 of the River and Harbor Act approved March 2, 1945
3 (Public Law Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects authorized in
5 this title; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 NAVIGATION

10 Southwest Harbor, Maine: House Document Numbered
11 408, Eighty-fifth Congress, at an estimated cost of \$240,-
12 000;

13 Stonington Harbor, Maine: House Document Numbered
14 36, Eighty-sixth Congress, at an estimated cost of \$198,000;

15 South Bristol Harbor, Maine: Senate Document Num-
16 bered 30, Eighty-sixth Congress, at an estimated cost of
17 \$97,000;

18 Wells Harbor, Maine: House Document Numbered 202,
19 Eighty-sixth Congress, at an estimated cost of \$340,000;

20 Cotuit Harbor, Massachusetts: House Document Num-
21 bered 142, Eighty-sixth Congress, at an estimated cost of
22 \$320,000;

23 Apponaug Cove, Rhode Island: House Document Num-
24 bered 143, Eighty-sixth Congress, at an estimated cost of
25 \$180,000;

1 Moriches and Shinecock Inlets, New York: House Doc-
2 ument Numbered 126, Eighty-sixth Congress, at an esti-
3 mated cost of \$6,858,000;

4 Shem Creek, Charleston Harbor, South Carolina: House
5 Document Numbered 35, Eighty-sixth Congress, mainte-
6 nance;

7 Pascagoula Harbor, Mississippi: House Document Num-
8 bered 98, Eighty-sixth Congress, maintenance;

9 Everglades Harbor, Florida: House Document Num-
10 bered 147, Eighty-sixth Congress, at an estimated cost of
11 \$117,200;

12 Gulf Coast Shrimp Boat Harbors, Florida: House Docu-
13 ment Numbered 183, Eighty-sixth Congress, at an estimated
14 cost of \$373,000;

15 Bakers Haulover Inlet, Florida: House Document Num-
16 bered 189, Eighty-sixth Congress, at an estimated cost of
17 \$239,000;

18 Miami Harbor, Florida: Senate Document Numbered
19 71, Eighty-fifth Congress, at an estimated cost of \$3,818,-
20 000;

21 Bayou Lafourche and Lafourche—Jump Waterway,
22 Louisiana: House Document Numbered 112, Eighty-sixth
23 Congress, at an estimated cost of \$4,664,000;

24 Bayous Petit Anse, Tigre, and Carlin, Louisiana: Sen-

1 ate Document Numbered 70, Eighty-fifth Congress, at an
2 estimated cost of \$106,000;

3 Gulf Intracoastal Waterway, channel to Port Mansfield,
4 Texas: Senate Document Numbered 11, Eighty-sixth Con-
5 gress, at an estimated cost of \$3,431,000;

6 In addition to previous authorizations, there is hereby au-
7 thorized the completion of the Barkley Dam project in Ken-
8 tucky, authorized by the River and Harbor Act of 1954,
9 at an estimated additional cost of \$146,000,000;

10 Mississippi River between Missouri River and Min-
11 neapolis, Minnesota at Dubuque, Iowa: House Document
12 Numbered 56, Eighty-sixth Congress, at an estimated cost
13 of \$38,000;

14 Red Wing Harbor, Minnesota: House Document Num-
15 bered 32, Eighty-sixth Congress, at an estimated cost of
16 \$170,400;

17 Menominee Harbor and River, Michigan and Wisconsin:
18 House Document Numbered 113, Eighty-sixth Congress, at
19 an estimated cost of \$715,000;

20 Kewaunee Harbor, Wisconsin: Senate Document Num-
21 bered 19, Eighty-sixth Congress, at an estimated cost of
22 \$81,900;

23 Two Harbors, Minnesota: House Document Numbered
24 146, Eighty-sixth Congress, at an estimated cost of
25 \$162,000;

1 Duluth-Superior Harbor, Minnesota and Wisconsin:
2 House Document Numbered 150, Eighty-sixth Congress, at
3 an estimated cost of \$2,364,000;

4 Duluth-Superior Harbor, Minnesota and Wisconsin:
5 House Document Numbered 196, Eighty-sixth Congress,
6 at an estimated cost of \$2,513,000;

7 Ashland Harbor, Wisconsin: House Document Num-
8 bered 165, Eighty-sixth Congress, at an estimated cost of
9 \$1,495,000;

10 Presque Isle Harbor, Michigan: House Document
11 Numbered 145, Eighty-sixth Congress, at an estimated
12 cost of \$215,300;

13 Marquette Harbor, Michigan: House Document Num-
14 bered 154, Eighty-sixth Congress, at an estimated cost of
15 \$236,000;

16 Calumet Harbor, Illinois and Indiana: House Docu-
17 ment Numbered 149, Eighty-sixth Congress, at an estimated
18 cost of \$5,240,000;

19 Indiana Harbor, Indiana: House Document Numbered
20 195, Eighty-sixth Congress, at an estimated cost of
21 \$974,000;

22 Toledo Harbor, Ohio: House Document Numbered 153,
23 Eighty-sixth Congress, at an estimated cost of \$14,684,000;

24 Sandusky Harbor, Ohio: House Document Numbered

1 144, Eighty-sixth Congress, at an estimated cost of \$5,800,-
2 000;

3 Cleveland Harbor, Ohio: House Document Numbered
4 152, Eighty-sixth Congress, at an estimated cost of
5 \$2,486,000;

6 Lorain Harbor, Ohio: House Document Numbered 166,
7 Eighty-sixth Congress, at an estimated cost of \$19,323,000;

8 Ashtabula Harbor, Ohio: House Document Numbered
9 148, Eighty-sixth Congress, at an estimated cost of \$4,077,-
10 000;

11 Erie Harbor, Pennsylvania: House Document Num-
12 bered 199, Eighty-sixth Congress, at an estimated cost of
13 \$1,729,000;

14 Buffalo Harbor, New York: House Document Num-
15 bered 151, Eighty-sixth Congress, at an estimated cost of
16 \$2,352,000;

17 Kahului Harbor, Island of Maui, Hawaii: House Docu-
18 ment Numbered 109, Eighty-sixth Congress, at an estimated
19 cost of \$944,500;

20 BEACH EROSION CONTROL

21 South Kingstown and Westerly, Rhode Island: House
22 Document Numbered 30, Eighty-sixth Congress, at an esti-
23 mated cost of \$140,300;

24 Key West, Florida: House Document Numbered 413,
25 Eighty-fifth Congress, at an estimated cost of \$231,200.

1 SEC. 102. That the Secretary of the Army is hereby
2 authorized to reimburse local interests for such work done
3 by them, on the beach erosion projects authorized in section
4 101, subsequent to the initiation of the cooperative studies
5 which form the basis for the projects: *Provided*, That the
6 work which may have been done on these projects is ap-
7 proved by the Chief of Engineers as being in accordance with
8 the projects hereby adopted: *Provided further*, That such
9 reimbursement shall be subject to appropriations applicable
10 thereto or funds available therefor and shall not take preced-
11 ence over other pending projects of higher priority for
12 improvements.

13 SEC. 103. The Secretary of the Army is hereby author-
14 ized and directed to cause surveys to be made at the fol-
15 lowing named localities and subject to all applicable pro-
16 visions of section 10 of the River and Harbor Act of 1950:

17 Calf Island, between Roque Island Bluffs and Sea-
18 wall Point, Maine.

19 Green Harbor, Marshfield, Massachusetts.

20 Nauset Harbor, Massachusetts.

21 Eel Pond, Menauhant, Massachusetts.

22 Pleasant Bay, Massachusetts.

23 Rye Harbor (Playland Marina), New York.

24 Sturgeon Creek, Middlesex County, Virginia.

25 Beresford Creek, South Carolina.

1 Lake Pontchartrain, Louisiana.

2 Washburn Harbor, Wisconsin.

3 SEC. 104. Title I of this Act may be cited as the "River
4 and Harbor Act of 1959".

5 TITLE II—FLOOD CONTROL

6 SEC. 201. That section 3 of the Act approved June 22,
7 1936 (Public Law Numbered 738, Seventy-fourth Con-
8 gress), as amended by section 2 of the Act approved June
9 28, 1938 (Public Law Numbered 761, Seventy-fifth Con-
10 gress), shall apply to all works authorized in this title ex-
11 cept that for any channel improvement or channel rectifi-
12 cation project, provisions (a), (b), and (c) of section 3
13 of said Act of June 22, 1936, shall apply thereto, and ex-
14 cept as otherwise provide by law: *Provided*, That the au-
15 thorization for any flood-control project herein adopted re-
16 quiring local cooperation shall expire five years from the
17 date on which local interests are notified in writing by the
18 Department of the Army of the requirements of local coop-
19 eration, unless said interests shall within said time furnish
20 assurances satisfactory to the Secretary of the Army that
21 the required cooperation will be furnished.

22 SEC. 202. The provisions of section 1 of the Act of De-
23 cember 22, 1944 (Public Law Numbered 534, Seventy-
24 eighth Congress, second session), shall govern with respect
25 to projects authorized in this Act, and the procedures

1 therein set forth with respect to plans, proposals, or reports
2 for works of improvement for navigation or flood control and
3 for irrigation and purposes incidental thereto shall apply as
4 if herein set forth in full.

5 SEC. 203. The following works of improvement for the
6 benefit of navigation and the control of destructive flood-
7 waters and other purposes are hereby adopted and author-
8 ized to be prosecuted under the direction of the Secretary
9 of the Army and the supervision of the Chief of Engineers
10 in accordance with the plans in the respective reports here-
11 inafter designated and subject to the conditions set forth
12 therein: *Provided*, That the necessary plans, specifications,
13 and preliminary work may be prosecuted on any project
14 authorized in this title with funds from appropriations here-
15 tofore or hereafter made for flood control so as to be ready
16 for rapid inauguration of a construction program: *Provided*
17 *further*, That the projects authorized herein shall be initiated
18 as expeditiously and prosecuted as vigorously as may be con-
19 sistent with budgetary requirements: *And provided further*,
20 That penstocks and other similar facilities adapted to pos-
21 sible future use in the development of hydroelectric power
22 shall be installed in any dam authorized in this Act for
23 construction by the Department of the Army when approved

1 by the Secretary of the Army on the recommendation of the
2 Chief of Engineers and the Federal Power Commission.

3 BLACKSTONE RIVER BASIN

4 The project for flood protection on Blackstone, Mill, and
5 Peters Rivers, in Woonsocket, Rhode Island, is hereby
6 authorized substantially in accordance with the recommen-
7 dations of the Chief of Engineers in Senate Document Num-
8 bered 87, Eighty-fifth Congress, at an estimated cost of
9 \$2,970,000.

10 THAMES RIVER BASIN

11 The project for the West Thompson Reservoir on the
12 Quinebaug River, Connecticut, is hereby authorized substan-
13 tially as recommended by the Chief of Engineers in Senate
14 Document Numbered —, Eighty-sixth Congress, at an esti-
15 mated cost of \$4,010,000.

16 CENTRAL AND SOUTHERN FLORIDA

17 In addition to previous authorizations, there is hereby
18 authorized to be appropriated the sum of \$1,000,000 for
19 the prosecution of the central and southern Florida compre-
20 hensive plan for flood control and other purposes approved
21 in the Flood Control Act of 1948, and subsequent Acts of
22 Congress.

23 TRINITY RIVER BASIN

24 The comprehensive plan for improvement of the Trinity
25 River and tributaries, Texas, as authorized by the River and

1 Harbor Act of 1945, is modified to provide for construction
2 of the Bardwell Reservoir on Waxahachie Creek, in the Rich-
3 land, Chambers, and Cedar Creeks watershed, at an esti-
4 mated ultimate net Federal cost for construction in addition
5 to that now authorized of \$5,104,000, substantially in ac-
6 cordance with the recommendations of the Chief of Engi-
7 neers in House Document Numbered 424, Eighty-fifth
8 Congress.

9 GUADALUPE RIVER BASIN

10 The project for flood control on Blieders Creek, Texas,
11 is hereby authorized substantially in accordance with the
12 recommendations of the Chief of Engineers in House Docu-
13 ment Numbered 180, Eighty-sixth Congress, at an estimated
14 cost of \$1,060,000.

15 WHITE RIVER BASIN

16 In addition to previous authorizations, there is hereby
17 authorized to be appropriated the sum of \$32,000,000, for
18 the prosecution of the comprehensive plan for the White
19 River Basin authorized by the Flood Control Act of June
20 28, 1938, as amended and supplemented by subsequent
21 Acts of Congress.

22 ARKANSAS RIVER BASIN

23 The general comprehensive plan for flood control and
24 other purposes for the Arkansas River Basin, approved by
25 the Act of June 28, 1938, as amended, and the multiple-

1 purpose plan for the Arkansas River and tributaries,
2 Arkansas and Oklahoma, approved by the River and Harbor
3 Act of July 24, 1946, as amended, are hereby further
4 amended to provide for the incorporation of the two plans
5 into a single plan of development: *Provided*, That authoriza-
6 tions heretofore, herein and hereafter made available for the
7 Arkansas River Basin shall be applicable to the combined
8 plan of development.

9 There is hereby authorized to be appropriated the sum
10 of \$94,000,000 for prosecution of the combined plan of devel-
11 opment for the Arkansas River Basin as herein authorized.

12 MISSOURI RIVER BASIN

13 In addition to previous authorizations, there is hereby
14 authorized to be appropriated the sum of \$132,000,000 for
15 the prosecution of the comprehensive plan for the Missouri
16 River Basin approved in the Act of June 28, 1938, as
17 amended, and supplemented by subsequent Acts of Congress.

18 OHIO RIVER BASIN

19 The project for flood protection on Connoquenessing
20 Creek at Butler, Pennsylvania, is hereby authorized sub-
21 stantially in accordance with the recommendations of the
22 Chief of Engineers in House Document Numbered 110,
23 Eighty-sixth Congress, at an estimated cost of \$1,558,700.

24 The project for the North Fork Reservoir on the North
25 Fork of Pound River, Virginia, is hereby authorized sub-

stantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 184, Eighty-sixth Congress, at an estimated cost of \$3,681,000.

GREAT LAKES BASIN

The project for flood protection on Cayuga Inlet at and in the vicinity of Ithaca, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered —, Eighty-sixth Congress, at an estimated cost of \$3,950,000.

The project for flood protection on Smokes Creek at and in the vicinity of Lackawanna, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 200, Eighty-sixth Congress, at an estimated cost of \$1,974,000.

MOJAVE RIVER BASIN

The plan for flood control on the Mojave River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 164, Eighty-sixth Congress, at an estimated cost of \$3,070,000.

LOS ANGELES RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$30,000,000 for the prosecution of the comprehensive plan approved in the Act

1 of August 18, 1941, as amended and supplemented by sub-
2 sequent Acts of Congress.

3 WALNUT CREEK BASIN

4 The plan for flood protection on Walnut Creek, Cali-
5 fornia, is hereby authorized substantially as recommended by
6 the Chief of Engineers in House Document Numbered 76,
7 Eighty-sixth Congress, at an estimated cost of \$17,980,000.

8 COLUMBIA RIVER BASIN

9 In addition to previous authorizations, there is hereby
10 authorized to be appropriated the sum of \$90,000,000 for the
11 projects and plans for the Columbia River Basin, including
12 the Willamette River Basin, authorized by the Flood Control
13 Act of June 28, 1958, and subsequent Acts of Congress, in-
14 cluding the Flood Control Acts of May 17, 1950, September
15 3, 1954, and July 3, 1958.

16 SEC. 204. The Secretary of the Army is hereby author-
17 ized and directed to cause surveys for flood control and allied
18 purposes, including channel and major drainage improve-
19 ments, and floods aggravated by or due to wind or tidal
20 effects, to be made under the direction of the Chief of Engi-
21 neers, in drainage areas of the United States and its Terri-
22 torial possessions, which include the following-named locali-
23 ties: *Provided*, That after the regular or formal reports made
24 on any survey are submitted to Congress, no supplemental or
25 additional report or estimate shall be made unless authorized

1 by law except that the Secretary of the Army may cause a
2 review of any examination or survey to be made and a report
3 thereon submitted to Congress if such review is required
4 by the national defense or by changed physical or economic
5 conditions: *Provided further*, That the Government shall not
6 be deemed to have entered upon any project for the improve-
7 ment of any waterway or harbor mentioned in this title until
8 the project for the proposed work shall have been adopted
9 by law:

10 Phillippi Creek, Florida.

11 SEC. 205. Title II of the Act may be cited as the "Flood
12 Control Act of 1959".

Passed the House of Representatives July 16, 1959.

Attest:

RALPH R. ROBERTS,

Clerk.

86TH CONGRESS
1ST Session

H. R. 7634

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JULY 17, 1959

Read twice and referred to the Committee on
Public Works

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF
BUDGET AND FINANCE

(For Department
Staff Only)

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HIGHLIGHTS: Senator Moss urged prompt enactment of sugar bill.

SENATE

- 1. SUGAR.** Sen. Moss expressed concern "about the fact that no action has been taken on legislation to extend the life of the Sugar Act," reviewed the history of sugar legislation, and urged favorable action on S. 3361 of which he is a co-sponsor. pp. 10629-31

Sen. Smathers inserted a newspaper editorial questioning "whether continued heavy subsidization of the Cuban sugar industry ... is in the national interest and favoring enactment of the Administration's sugar proposal to give the President discretionary authority to revise quotas in the national interest. p. 10638
- 2. PUBLIC WORKS; FLOOD CONTROL.** The Public Works Committee voted to report (but did not actually report) with amendments H. R. 7634, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control. p. D480
- 3. WATER RESOURCES; ELECTRIFICATION.** Sen. Moss discussed the importance of water resource development to the economy of Utah, commended the development of the Colorado River storage project which will supply power to rural electrification cooperatives, and inserted several items discussing this project. pp. 10631-3
- 4. FOREIGN AID.** Sen. Keating inserted a newspaper editorial, "Agricultural Foreign Aid," commending the statement of the agricultural committee of the National Planning Association which urged "that the colleges and the Agriculture Department should make every effort to create a far larger reservoir than now exists of experts able to formulate and carry out programs to get acceptance of modern farm methods by people of underdeveloped lands." p. 10611

Sen. Kuchel discussed the danger of Russian economic penetration of under-developed countries, and urged support for the mutual security program as a means of demonstrating "our iron purpose in meeting full-on the Soviet threat." pp. 10638-42

5. LEGISLATIVE PROGRAM. Sen. Mansfield announced that H. R. 7681, transfer of forest land authorities from Interior to USDA, has been scheduled for early consideration. p. 10608

HOUSE

6. MILITARY CONSTRUCTION. Received the conference report on H. R. 10777, the military construction authorization bill for 1961 (H. Rept. 1673) (pp. 10647-59, 10672).

Conferees retained the Senate amendment to section 511 of the bill which "would require that at least 75% of the total cost of any family housing project or community facility hereafter constructed or acquired in any foreign country by the Department of Defense shall be paid for from foreign currencies acquired by the CCC" (p. 10658).

7. FOOD DISTRIBUTION. Rep. Dingell criticized this Department for not setting up the "Food stamp" surplus food distribution program authorized last year. p. 10664
8. GOVERNMENT REPORTING. Rep. Lesinski discussed some of the findings of his subcommittee which is studying the reporting burden placed on private industry by Government surveys and inquiries, the Government's part in surveys and studies which could be handled by the industries which benefit from them (including one by this Department on fiber preference), and the use and effect of electronic data processing on Government operations. pp. 10664-7

ITEMS IN APPENDIX

9. FARM PROGRAM. Extension of remarks of Rep. Marshall stating that "concentration of the production of essential foods and raw materials in the hands of fewer and fewer farmers cannot help but have serious consequences for the consumer," and inserting an article on this subject. p. A4585
- Extension of remarks of Rep. Hoeven stating that "public sentiment throughout the country is heavily in favor" of a payment-in-kind program, and inserting a list of persons, all of whom stated they were in accord with the payment-in-kind program. pp. A4594-5
10. FORESTS. Rep. Gavin, in connection with the coming World Forestry Congress, inserted this Department's news release, "Foresters Of 60 Nations To Tour The United States." pp. A4591-2
11. COTTON. Rep. Widnall inserted a letter from a cotton broker in Liverpool, England which suggests that "drastic measures will have to be taken to ensure America's so-called historical share of the export market." pp. A4611-2
12. DEPRESSED AREAS. Rep. Lane inserted an editorial, "Real Aid for Distressed Areas." pp. A4621-2

Digest of CONGRESSIONAL PROCEEDINGS

OFFICE OF
BUDGET AND FINANCE

(For Department
Staff Only)

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

Issued June 7, 1960

For actions of June 6, 1960

86th-2d, No. 102

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HIGHLIGHTS: House committee reported sugar bill. House passed bills to: Extend minimum national quota for extra long staple cotton; extend Defense Production Act. House passed over agricultural attache assignment bill. Senate agreed to conference report on Treasury-Post Office appropriation bill. Senate subcommittee approved Labor-HEW appropriation bill.

SENATE

1. TREASURY-POST OFFICE APPROPRIATION BILL, 1961. Agreed to the conference report on this bill, H. R. 10569, and rejected, by a vote of 49 to 25, a motion by Sen. Robertson to recede from one amendment in disagreement. Agreed to a motion by Sen. Williams, Del., to insist upon its position on the amendment in disagreement, and conferees were appointed on the amendment. pp. 11019-32
2. LABOR-HEW APPROPRIATION BILL, 1961. A subcommittee of the Appropriations Committee marked up and approved for full committee consideration this bill, H. R. 11390. p. D506
3. WOOL. The Judiciary Committee reported without amendment S. J. Res. 187, to provide for the designation of the month of September 1960, as National Wool Month (S. Rept. 1509). p. 10998
4. PUBLIC WORKS; FLOOD CONTROL. The Public Works Committee reported with amendments H. R. 7634, to authorize the construction, repair, and preservation of certain

public works on rivers and harbors for navigation and flood control (S. Rept. 1524) (p. 10998). The "Daily Digest" states that the Public Works Committee "approved a new Title 3 (relating to the evaluation of recreational benefits)" for inclusion in this bill (p. D507).

5. FARM PROGRAM. Sen. Keating inserted an address by Gov. Rockefeller, N. Y., discussing the economic growth potential of the U. S., and stating that "We must reorient our farm program to the goal of useful and more efficient production. A large number of low-income farmers presently account for only a small portion of agricultural output. We need a program that will really help these farmers to increase their productiveness by finding other opportunities with greater rewards to themselves and to the national economy. Here, too, we would advance the cause of economic growth." pp. 11099-13
 6. POSTAL RATES; INFORMATION. Sen. Robertson inserted the testimony of the editor of the Southern Planter before the Senate Post Office and Civil Service Committee discussing the value of farm papers to the rural population, and opposing a proposed postal rate increase on such papers. pp. 11015-6
 7. RECLAMATION. Agreed to S. Con. Res. 109, requesting the President to return S. 1892, to authorize construction of the Norman, Okla., reclamation project, for a correction in the engrossed copy of the bill (p. 11052). The resolution had been submitted by Sen. Mansfield earlier (p. 10998).
 8. ART COUNCIL; INFORMATION. A subcommittee of the Labor and Public Welfare Committee voted to report to the full committee S. 447, to provide for the establishment of a Federal Advisory Council on the Arts to assist in the growth and development of the fine arts. p. D507
- HOUSE
9. SUGAR. The Agriculture Committee reported with amendment H. R. 12311, to extend for one year the Sugar Act of 1948 (H. Rept. 1746). p. 11093
 10. PERSONNEL. Passed over without prejudice, at the request of Rep. Gross, H. R. 8074, to permit the assignment of agricultural attaches to positions in the U. S. for a maximum of four years without reduction in grade. p. 11059
Agreed to the Senate amendments to H. R. 7577, to amend title 28 of the U. S. Code to provide for the defense of suits against Federal employees arising out of their operation of motor vehicles in the scope of their employment. This bill will now be sent to the President. pp. 11072-3
Passed without amendment H. R. 4271, to validate the salary overpayments made to certain officers and employees incident to the salary adjustment provisions of the Federal Employees Salary Increase Act of 1955. pp. 11073-4
Conferees were appointed on H. R. 4283, to provide that certain officers of the executive branch of the Federal Government appointed by the President and confirmed by the Senate shall be exempt from the District of Columbia Income and Franchise Tax Act of 1947. Senate conferees have not yet been appointed. p. 11088
 11. WATERSHEDS. Passed as reported H. R. 11615, to amend the Watershed Protection and Flood Prevention Act so as to authorize Federal assistance on watershed projects prior to the acquisition of land, easements, or rights-of-way. p. 11063

86TH CONGRESS }
2d Session }

SENATE

{ REPORT
No. 1524

RIVER AND HARBOR, BEACH EROSION CONTROL, AND FLOOD CONTROL PROJECTS

JUNE 6, 1960.—Ordered to be printed

Mr. KERR, from the Committee on Public Works, submitted the following

REPORT

[To accompany H.R. 7634]

The Committee on Public Works, to whom was referred the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having considered the same, report favorably thereon with amendments, and recommend that the bill, as amended, do pass.

The amendments are indicated in the bill as reported and are shown by linetype and italic.

PURPOSE OF THE BILL

The purpose of H.R. 7634 is to authorize construction of certain navigation, beach erosion control, flood control, multiple-purpose, and related projects, on which favorable recommendations have been made by the Chief of Engineers; authorize an increase in the monetary authorization for comprehensive river basin plans previously approved by Congress; authorize surveys of problems on streams in other localities, to be carried out by the Corps of Engineers; provide for reimbursement to local interests for work done on authorized beach erosion control projects; all works authorized herein to be prosecuted in accordance with existing law and stipulations contained in the appropriate project documents; authorize the evaluation of recreational benefits at water resource development projects of the United States; and authorize the establishment of a commission to study the adequacy of compensation to owners and tenants whose property is acquired for public works projects of the United States

AMENDMENTS

The Committee on Public Works of the Senate has considered H.R. 7634 as passed by the House. It held hearings on projects added on the House floor, and on other projects which were proposed for consideration subsequent to passage of the bill by the House. The committee concurs in the action of the House with respect to the projects approved by that body and recommends approval of those projects by the Senate, except for two projects which have been authorized in other legislation. It has considered the additional projects upon which it held hearings, and believes that they are fully justified for authorization at this time. A few were passed over without prejudice for the reason that the reports thereon had not been processed to the point that adequate data could be made available for the consideration of the committee. Amendments to H.R. 7634 are recommended by the committee to authorize those projects for which sufficient data and justifications were available.

PROJECTS DELETED

The House bill included a project under title I for authorization of a project for the Gulf Intracoastal Waterway, channel to Port Mansfield, Tex., in accordance with Senate Document No. 11, 86th Congress, at an estimated cost of \$3,431,000. This project was authorized by Public Law 248, 86th Congress, and the committee has deleted this project from H.R. 7634.

Under title II, the House bill contained authorization for the Bardwell Reservoir on Waxahachie Creek, Tex., in accordance with House Document No. 424, 85th Congress, at an estimated Federal cost of \$5,104,000. This project was authorized by Public Law 399, 86th Congress, and the committee has likewise deleted this project from the bill.

GENERAL STATEMENT

H.R. 7634 is a comprehensive measure to carry forward the important programs for development and improvement of the rivers and harbors of our Nation, for the protection of lives and property of our citizens against the ravages of floodwaters, and for the general development of the Nation's water resources, which will contribute so much to the enhancement of the national economy.

It is a combined omnibus river and harbor and flood-control measure, consisting of 4 titles; title I including authorizations for river and harbor and beach erosion control projects, and general legislation applicable thereto; title II including authorizations for flood control projects, increased monetary authorization for previously approved comprehensive basin plans, and general legislation relative to flood-control legislation; title III authorizing the evaluation of recreational benefits at water-resource development projects of the United States; and title IV declaring the policy of Congress that owners and tenants at public works projects of the United States shall be paid a fair and equitable sum for their property acquired and reimbursed for their actual losses, providing for interim reimbursement for losses and damages, and establishment of a Commission to study the problem and report to the President and the Congress recommendations for legislative enact-

ments and administrative actions necessary to carry out the declared policy.

The last general authorization bill was the act approved July 3, 1958. It has been the policy of the Congress to consider authorization bills of this nature at intervals of from 2 to 4 years. Since the last authorization bill, many favorable reports on proposed projects have been transmitted to the Congress by the Corps of Engineers. In addition, a number of major river-basin authorizations have been reduced by appropriations to a point where additional monetary authorization is urgently needed to continue construction of specific projects in the comprehensive plan for flood control, navigation, and other purposes, as originally approved by the Congress. There are also several matters concerning general legislation and modification of previous project authorizations which should be considered at this time. The survey program forms the basis for the entire civil works program, and should be kept current and abreast of the present needs of various areas and localities of our country. The bill includes authorization for additional surveys of flood control and navigation projects.

The committee feels that the problems involved in the studies that have been completed are important, urgent, and deserve early consideration, and that further delay would have unfortunate results in retardation of projects now under construction and others needed for prosecution of the program for full development of our national water resources. Provision of the necessary authorizations will permit these many important projects to proceed along with the large backlog of presently authorized projects, and continue the unified water-resource development now in progress and round out programs where changing conditions have shown the necessity for extensions or modifications. These programs contemplate full coordination with other related programs to produce the ultimate goal of optimum economic utilization and development of our water resources. In addition to economic stimulation, these programs can be placed under construction at rates of speed and sequence of locations as may be most suitable to variations of unemployment, whenever economic emergencies arise without advance warning.

The passage of time provides evidence of the value of wise control, development, and utilization of our Nation's water resources, and of the need for careful planning to achieve this purpose. As additional projects are completed and placed in operation, larger benefits accrue therefrom. As an example, during fiscal year 1958 flood losses of about \$300 million were prevented by all completed projects, and these projects, 151 flood control and multiple-purpose projects and 300 local flood protection projects, have prevented flood damages of over \$9 million to date, about 3 times their cost.

Over 6.5 million kilowatts of generating capacity have been installed in 32 projects. The power generation at these projects exceeded 27 billion kilowatt-hours in 1959, which produced revenues in excess of \$70 million. Recreational use of projects approached 107 million visitor-days in 1959, more than double the attendance 5 years earlier. The committee has included a title in the bill that would authorize the evaluation of recreational benefits in future projects in considering the economic value of such projects.

Use of navigation facilities continues at a high rate. Traffic on the 23,000 miles of waterways and 500 harbors exceeds 1 billion tons and 189 billion ton-miles. Since enactment of the Water Supply Act of 1958, capacity exceeding 1,200,000 acre-feet at 18 completed reservoirs is under contract for municipal and industrial water supply. Reservoir releases for irrigation totaled 1,600,000 acre-feet in 1958.

The growing demand for water resource development is the inevitable result of increasing population and improved standards of living. Plans must be made to meet the needs and demands for water supply, flood control, power, low-flow regulation, navigation, recreation, and other water-related activities. To meet a projected population increase to 248 million in 1980, and 370 million in 2010, with the large increase in our gross national product, will require full cooperation by all levels of government and all elements of our economy to meet the requirements in water resource development.

In planning flood-control measures, consideration must be given to the pattern of growth and development in the flood plain, the possibility of changed conditions resulting from redevelopment or zoning programs, and other factors bearing on the long-range flood problems which would exist in the absence of improvement. Navigation studies must consider the trends in vessel size and loading, barge and towboat development, and related navigation improvement, in order that project depth and alignment, lock sizes, and other physical factors may be chosen in full recognition of the most likely future conditions of use. Power and water supply provisions are related to projections of load and demand. The importance of comprehensive development and basinwide planning to take full advantage of multiple-purpose development is becoming more evident.

In past years, certain interests have objected to authorization of additional projects because of the large backlog of presently authorized projects. The active civil works program at the present time, including the major project for the lower Mississippi River and tributaries and multiple-purpose improvements, involves over 800 projects with a total estimated cost of about \$15 billion. Of this amount, \$6.5 billion have been appropriated by the Congress, leaving a total of \$8.5 billion for completion. This does not include the projects that have been completed and which have more than justified their cost. The committee is convinced that all the benefits of our water-resource development program are increasing at a tremendous rate, and the growth of our national economy and population will continue to need and use all the sound navigation, flood control, multiple purpose, water supply, recreation, and other developments that it will be possible to provide in the foreseeable future. In addition to the large benefits from the civil works program measured in monetary terms, other values not taken into account such as industrial development along navigable waterways, change in land uses, stabilization of industry, saving of life, improved health conditions, and the economic and social security of hundreds of urban communities and farming areas, are probably just as valuable to the American people.

H.R. 7634 includes a number of harbor improvements on the Great Lakes which are believed necessary to provide an integrated system of harbors and channels on those large and extremely valuable bodies of water that will permit loading modern bulk cargo vessels to the full draft permitted by the authorized connecting channels and the St.

Lawrence Seaway. The potential benefits from these waterways cannot be realized unless the harbors are deepened sufficiently to accommodate the prospective commerce and the terminals improved. A considerable amount of this improvement is being carried on by local agencies.

The estimated cost of projects reported in this bill are those prevailing when the project documents were completed. The committee did not consider it advisable to try to adjust these estimated costs, since there will undoubtedly be changes in price levels and possibly modification in the plans as a result of more detailed engineering studies prior to the time the work is undertaken.

The total amount of monetary authorization in this bill, broken down into the major categories, is shown in the following tabulation:

Monetary summary of bill (cost of new work)

Title I. Rivers and harbors:

Bill as passed by the House:

Sec. 101:

Navigation projects (36)-----	\$86, 581, 300
Beach erosion control (2)-----	371, 500
Monetary authorization (Barkley Dam, Ky.) (1)-----	146, 000, 000
Total, title I (39)-----	232, 952, 800

Projects recommended by Senate committee:

Sec. 101:

Navigation projects (28)-----	234, 051, 000
Beach erosion projects (7)-----	21, 819, 300

Sec. 105: Decatur Bend, Iowa (1)-----

155, 000

Total added by Senate committee (36)-----	256, 025, 300
Deleted by Senate committee (1)-----	3, 431, 000

Total, Senate amendments (35)----- 252, 594, 300

Total, title I (74)----- 485, 547, 100

Title II: Flood control:

Bill as passed by House:

Sec. 203:

New projects or modifications (10)-----	45, 357, 700
Increased basin authorizations (6)-----	379, 000, 000

Total, title II (16)----- 424, 357, 700

Projects recommended by Senate committee:

Sec. 203:

New projects or modifications (35)-----	412, 715, 552
Increased basin authorizations (10)-----	357, 240, 000
Sec. 204: Merced River, Calif. (1)-----	12, 000, 000
Sec. 205: Mokelumne River, Calif. (1)-----	10, 000, 000
Sec. 208: Norman project, Oklahoma (1)-----	19, 042, 000

Total added by Senate committee-----	677, 997, 552
Deleted by Senate committee (1)-----	5, 104, 000

Total, Senate amendments (48)----- 672, 893, 552

Total, title II----- 1, 097, 251, 252

Grand total of bill----- 1, 582, 798, 352

Increase recommended by Senate amendments----- 925, 477, 852

RIVER AND HARBOR, BEACH EROSION CONTROL, AND FLOOD CONTROL PROJECTS

TITLE I. RIVERS AND HARBORS

The Federal responsibility for sound and progressive development of the waterway transportation system of the United States in the interest of foreign and domestic commerce has been wisely carried forward by the Congress since 1824. During this entire period, this important work has been and is being efficiently executed by the Corps of Engineers. Since the early days of our country, low-cost water transportation has been an important factor in our economic development. Most of our large cities and industries located on the coasts and on streams where water and water transportation were available. Such transportation is needed today with our more complex and competitive economy.

Our rivers and harbors program has produced the best system of inland waterways and coastal harbors to be found anywhere in the world. In total, about 28,000 miles of waterways have been authorized for improvement, and 23,000 miles have been improved for navigation, including about 10,000 miles of channels which provide depths of over 9 feet for modern barge transportation. Over 500 harbors on the coasts have been improved. In calendar year 1958, waterborne commerce of the United States exceeded 1 billion tons for the fourth consecutive year, reaching 1,003,400,000 tons, compared with the alltime high of 1,131,401,434 tons in 1957. The ton-miles of freight carried on the inland waterways of the United States reached 189,083,500,000 ton-miles in 1958, compared with the alltime high of 231,791,989,000 in 1957. This increase in use of improved waterways has been fourteenfold since 1929.

A breakdown of the domestic waterborne commerce for 1958 and that carried on each system is as follows:

Type of traffic:	<i>Tons (thousands)</i>
Coastwise.....	194, 000
Lakewise.....	132, 300
Internal.....	261, 700
Intraport.....	48, 900
Local.....	54, 800
Intraterritory.....	2, 800
Total, domestic.....	694, 500
Imports.....	189, 500
Exports.....	119, 400
Total, foreign.....	308, 900
Total, all traffic.....	1, 003, 400
System:	<i>Ton-miles (thousands)</i>
Atlantic coast waterways.....	29, 254, 000
Gulf coast waterways.....	15, 782, 000
Pacific coast.....	4, 954, 000
Mississippi River system.....	59, 207, 000
Other waterways.....	1, 500
Great Lakes system.....	79, 885, 000
Total.....	189, 083, 500

The committee has authorized studies of the harbors of the Great Lakes and the connecting channels with a view to determining the advisability of further improvements of the harbors in the interest of present and prospective deep-draft commerce. The St. Lawrence Seaway project which provides a controlling depth of 27 feet between Montreal, Canada, and Lake Erie, was opened to traffic early in 1959. Deepening of the connecting channels in the Great Lakes to a controlling depth of 27 feet was authorized in 1956, is under construction, and is scheduled for effective use in 1962. In authorizing the improvement of the connecting channels, it was recognized that the potential benefits from deepening these channels would not be realized unless the harbors were deepened to accommodate the commerce that developed.

Consideration is being given to improvements to more than 50 of the harbors on the Great Lakes. In order to expedite early work on these harbors, interim reports are being prepared on a large number of them, and 17 of the recommended improvements are included in H.R. 7634. These improvements are for increased depths, channel widths, and maneuver areas in the harbors to accommodate the larger type vessels now in use and that will be constructed in the future and moved by way of the St. Lawrence Seaway and connecting channels. The recommended improvements are urgently needed and are economically justified. The benefits are generally based on interlake movements of iron ore, stone, grain, and coal, and reduction of damage to vessels and docks. The total tonnage benefitted by the proposed harbor improvements will exceed 100 million tons, excluding seaway traffic and commerce carried in smaller vessels which would not benefit by the improvements. The benefit-cost-ratio on these improvements range from 1.1 to 68.

The committee believes that a backlog of economically sound projects should be authorized to be available for selection and appropriation. It has carefully analyzed the reports and the testimony presented to it, and found that a number of harbors and channels are inadequate to accommodate new tankers and cargo vessels now in use. Many of these navigation facilities were constructed years ago to serve the now obsolete and rapidly vanishing vessels with shallow drafts and slow speeds. Vessels with deeper drafts and greater speeds now predominate in the trade using our channels and harbors. The efficiency and life of our merchant marine depends on its economical operation which requires harbors and channels that will permit loading to full draft; full speeds with safety and convenience, and rapid handling of cargo and quick turnaround. The savings accruing from this economical operation will be reflected in lower transportation charges which are a part of the delivered cost of cargoes.

There is also an imperative need for improvement of shallow-draft channels and harbors for the growing fishing fleets, smaller tankers and dry-cargo vessels, and the rapidly expanding recreational fleets. These vessels have increased at an alarming rate, and play a vital role in the economic life of large areas of our country, many of which are almost entirely dependent on water transportation. Boating and sport fishing now provides recreational opportunities for a large number of people in areas far removed from our congested cities and highways. Boatbuilding and furnishing supplies and services required for recreational craft has become a major industry in many areas. Harbors

provided for these boats are urgently needed to serve as harbors of refuge for the safety of small craft of all types and uses.

The committee is cognizant that the Congress in the Fletcher Act, Public Law 16, 72d Congress, approved February 10, 1932, amended the definition of commerce of the United States to include "seasonal passenger craft, yachts, houseboats, fishing boats, motorboats, and other similar craft whether or not operated for hire." Under this definition the committee feels that the responsibility of the Federal Government in providing facilities for navigation and waterborne commerce extends to recreational boating and fishing craft. The policy has been adopted and projects have been authorized on the basis of Federal participation to the extent of 50 percent of general navigation facilities of that portion of the project costs allocated to recreation and the benefits derived therefrom, with the remaining 50 percent of such project costs assigned to local interests.

Damages to coastal properties by waves and erosive currents is a problem of increasing concern. The program for beach erosion prevention and shore protection is relatively new in comparison with the navigation program. Federal interest in this program dates back to 1930 when the Beach Erosion Board was established and authorized to make studies of this nature in cooperation with the States and other governmental bodies. Half of the cost of these studies is contributed by the sponsoring agency and half by the Federal Government. The scope of the studies as originally authorized was expanded by legislation after 1930, and in 1946 the Congress declared it to be the Federal policy to assist in the cost of works to protect publicly owned property, such participation not to exceed one-third of the construction cost with maintenance to be accomplished fully by local interests. In 1956, this policy was extended to shores other than public, and to periodic nourishment if the benefit arises from public use or from the protection of nearby public property. H.R. 7634 includes those beach-erosion control projects which have been presented to the committee for consideration, and which show economic justification.

The following tabulations show the projects in title I, the project document numbers, and the estimated Federal cost for new work, in the order in which they appear in the bill. Following the table are summaries of pertinent information for each project.

Sec. 101

PROJECTS IN TITLE I—H.R. 7634 AS PASSED BY THE HOUSE, AS REPORTED BY THE HOUSE COMMITTEE ON PUBLIC WORKS

Project	Document, number, and Congress ¹	Federal cost of new work
Navigation:		
Southwest Harbor, Maine.....	H. 408, 85th.....	\$240, 000
Stonington Harbor, Maine.....	H. 36, 86th.....	198, 000
Cotuit Harbor, Mass.....	H. 142, 86th.....	320, 000
Moriches and Shinnecock Inlets, N. Y.....	H. 126, 86th.....	6, 858, 000
Shem Creek, Charleston Harbor, S. C.....	H. 35, 86th.....	(2)
Pascagoula Harbor, Miss.....	H. 98, 86th.....	(2)
Everglades Harbor, Fla.....	H. 147, 86th.....	117, 200
Miami Harbor, Fla.....	S. 71, 86th.....	3, 818, 000
Bayou Lafourche and Lafourche-Jump Waterway, La.....	H. 112, 86th.....	4, 664, 000
Bayous Petit Anse, Tigre, and Carlin, La.....	S. 70, 86th.....	106, 000
Gulf Intracoastal Waterway, channel to Port Mansfield, Tex.....	S. 11, 86th.....	3, 431, 000
Lower Cumberland (Barkley Dam), Ky.....	S. 81, 83d.....	146, 000, 000
Mississippi River between Missouri River and Minneapolis, Minn., at Dubuque, Iowa.....	H. 56, 86th.....	38, 000

See footnotes at end of table, p. 10.

Sec. 101—Continued

PROJECTS IN TITLE I—H.R. 7634 AS PASSED BY THE HOUSE, AS REPORTED BY THE
HOUSE COMMITTEE ON PUBLIC WORKS—Continued

Project	Document, number, and Congress ¹	Federal cost of new work
Navigation—Continued		
Red Wing Harbor, Minn.....	H. 32, 86th.....	\$170, 400
Menominee Harbor and River, Mich. and Wis.....	H. 113, 86th.....	715, 000
Kewaunee Harbor, Wis.....	S. 19, 86th.....	81, 900
Great Lakes harbors (deep draft):		
Two Harbors, Minn.....	H. 146, 86th.....	162, 000
Duluth-Superior Harbor, Minn. and Wis.....	H. 150, 86th.....	2, 364, 000
Ashland Harbor, Wis.....	H. 165, 86th.....	1, 495, 000
Presque Isle Harbor, Mich.....	H. 145, 86th.....	215, 300
Marquette Harbor, Mich.....	H. 154, 86th.....	236, 000
Calumet Harbor, Ill. and Ind.....	H. 149, 86th.....	5, 240, 000
Toledo Harbor, Ohio.....	H. 153, 86th.....	14, 684, 000
Sandusky Harbor, Ohio.....	H. 144, 86th.....	5, 800, 000
Cleveland Harbor, Ohio.....	H. 152, 86th.....	2, 486, 000
Lorain Harbor, Ohio.....	H. 166, 86th.....	19, 323, 000
Ashtabula Harbor, Ohio.....	H. 148, 86th.....	4, 077, 000
Buffalo Harbor, N.Y.....	H. 151, 86th.....	2, 352, 000
Kahului Harbor, island of Maui, Hawaii.....	H. 109, 86th.....	944, 500
Total navigation (29 projects).....		226, 136, 300
Beach erosion control:		
South Kingstown and Westerly, R.I.....	H. 30, 86th.....	140, 300
Key West, Fla.....	H. 413, 86th.....	231, 200
Total beach erosion (2 projects).....		371, 500
Grand total (31 projects).....		226, 507, 800
Added on the House floor:		
South Bristol Harbor, Maine.....	S. 30, 86th.....	97, 000
Wells Harbor, Maine.....	H. 202, 86th.....	340, 000
Apponaug Cove, R.I.....	H. 143, 86th.....	180, 000
Gulf coast shrimp boat harbors, Fla.....	H. 183, 86th.....	373, 000
Bakers Haulover Inlet, Fla.....	H. 189, 86th.....	239, 000
Great Lakes harbors (deep draft):		
Duluth-Superior Harbor, Minn., and Wis.....	H. 196, 86th.....	2, 513, 000
Indiana Harbor, Ind.....	H. 195, 86th.....	974, 000
Erie Harbor, Pa.....	H. 199, 86th.....	1, 729, 000
Total added (8 projects).....		6, 445, 000
Grand total, title I, as passed by the House (39 projects).....		232, 952, 800

AMENDMENTS—PROJECTS RECOMMENDED BY SENATE COMMITTEE ON
PUBLIC WORKS, ITEMS ADDED (SEC. 101)

Navigation:		
Eastport Harbor, Maine.....	S. 98, 86th.....	\$595, 000
York Harbor, Maine.....	H. 395, 86th.....	391, 000
Pepperell Cove, Maine.....	H. 284, 86th.....	170, 000
Rye Harbor, N.H.....		238, 000
Little Narragansett Bay and Watch Hill Cove, R.I.....	H. 396, 86th.....	98, 000
Mamaroneck Harbor, N.Y.....	H. 209, 86th.....	105, 000
Wilmington Harbor, Del.....	S. 88, 86th.....	351, 000
Ocracoke Inlet, N.C.....	H. 408, 86th.....	4, 623, 000
Palm Beach Harbor, Fla.....	H. 283, 86th.....	4, 980, 000
Little Pass, Clearwater Bay, Fla.....	H. 293, 86th.....	104, 000
St. Marks River, Fla.....	H. 224, 86th.....	1, 711, 000
Biloxi Harbor, Miss.....	H. 271, 86th.....	326, 000
Freshwater Bayou, La.....		7, 485, 000
Calcasieu River and Pass, La.....		16, 992, 000
Texas City channel, Texas.....		1, 605, 000
Brazos Island Harbor, Tex.....		4, 381, 000
Ouachita and Black Rivers, Ark. and La.....		43, 550, 000
Illinois Waterway, Ill. and Ind.....	H. 31, 86th.....	114, 652, 000
Milwaukee Harbor, Wis.....	H. 285, 86th.....	38, 000
Manistee Harbor, Mich.....	H. 358, 86th.....	1, 735, 000
Detroit River, Trenton Channel, Michigan.....	H. 319, 86th.....	8, 570, 000
Fairport Harbor, Ohio.....	H. 347, 86th.....	2, 768, 000
Rochester Harbor, N.Y.....	H. 409, 86th.....	2, 445, 000
Los Angeles and Long Beach Harbors, Calif.....	H. 401, 86th.....	1, 768, 000
Monterey Harbor, Calif.....	H. 219, 86th.....	3, 989, 000
Noyo River and Harbor, Calif.....	H. 289, 86th.....	370, 000
Snohomish River, Everett Harbor, Wash.....	H. 348, 86th.....	3, 011, 000

See footnotes at end of table, p. 10.

Sec. 101—Continued

AMENDMENTS—PROJECTS RECOMMENDED BY SENATE COMMITTEE ON
PUBLIC WORKS, ITEMS ADDED (SEC. 101)—Continued

Project	Document, number, and Congress ¹	Federal cost of new work
Navigation—Continued		
Hilo Harbor, Hawaii		\$7,000,000
Sec. 105—Decatur Bend Lake, Iowa		155,000
Total navigation (29 projects)		234,206,000
Beach erosion control:		
Wessagusset Beach, Weymouth, Mass.	H. 334, 86th	132,000
Pemberton Point to Cape Cod Canal, Mass.	H. 272, 86th	139,300
Cape Cod Canal to Provincetown, Mass.	H. 404, 86th	178,000
Atlantic coast of Long Island, Fire Island to Montauk Point, N.Y.		19,400,000
New Jersey coast from Barnegat Inlet to Cape May Canal	H. 208, 86th	1,714,000
Presque Isle Peninsula, Pa.	H. 397, 86th	(²)
Orange County, Calif.	H. 398, 86th	256,000
Total beach erosion control (7 projects)		21,819,300
Grand total added by Senate (36 projects)		256,025,300
Project deleted from House bill by committee:		
Gulf Intracoastal Waterway, channel, to Port Mansfield, Tex.	S. 11, 86th	3,431,000
Total title 1, approved by committee (35 projects)		252,594,300
Grand total title 1 (74 projects)		485,547,100

¹ H. House document, and S. Senate document.² Maintenance only.³ Beach nourishment.

EASTPORT HARBOR, MAINE

(S. Doc. 98, 86th Cong.)

Location.—On the east side of Moose Island, Maine, on Friar Roads, an international boundary passage between Moose Island and Campobello Island, New Brunswick.

Report authorized by.—Resolution of the Committee on Public Works of the U.S. Senate adopted December 6, 1950.

Existing project.—No Federal navigation project.

Navigation problem.—The difficulties attending navigation in Eastport Harbor are those associated with extreme tides, strong tidal currents, and lack of anchorage areas and berths protected from relatively frequent winds and storms from the northeast, east, and southeast.

Recommended plan of improvement.—Provides for a breakwater 500 feet long, parallel to the central waterfront, and an anchorage basin of 1.4 acres with depths of 10 and 14 feet.

Estimated cost (Price level, March 1959).—

Federal	\$595,000
Non-Federal	0
Total	595,000

Project economics.—

Annual charges:	<i>All Federal</i>
Interest and amortization.....	\$32, 800
Maintenance.....	1, 600
Total.....	34, 400
Annual benefits:	
Increased fish catch.....	66, 200
Reduced operating costs.....	14, 000
Reduced storm damage.....	3, 000
Reduced cost of services.....	1, 000
Total.....	84, 200

Benefit-cost ratio.—2.47.

Local cooperation.—(a) Furnish without cost to the United States all lands, easements, and rights-of-way for the construction and maintenance of the project, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the project; and (c) provide and maintain without cost to the United States an adequate public landing joining the breakwater to shore, with a fish pump or other acceptable unloading device, berths, and necessary mooring facilities, open to all on equal terms. Local interests have indicated that they will meet the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Fish and Wildlife Service recommends reevaluation of benefits attributed to fish catch.

State of Maine: Favorable.

Comments of the Bureau of the Budget.—Favorable.

Remarks.—The proposed breakwater and anchorage basin will provide protection to the boats while unloading fish and general cargo during rough weather, and a sufficient area for anchorage of a small number of fishing and recreational craft. At present, the range of tides is high in this area, and the storm tidal currents and high winds make it difficult or impossible to land cargo at times, and there is no safe berthing in the harbor during storms; the boats having to seek shelter behind islands in the vicinity. The committee notes the high economic ratio of the project and believes it a worthwhile navigation facility. A reevaluation of the fish catch and fishing benefits was made by the Fish and Wildlife Service, and the anticipated benefits from the project were increased.

NAVIGATION PROJECTS

SOUTHWEST HARBOR, MAINE

(H. Doc. 408, 85th Cong., 2d sess.)

Location.—Southwest Harbor is a small cove indenting the southwesterly shore of Mount Desert Island, about 13 miles southwesterly of Bar Harbor and 2 miles southwest of Northeast Harbor, both of which are federally improved.

Report authorized by.—River and Harbor Act approved September 3, 1954.

Existing project.—None.

Recommended plan of improvement.—Dredge two adjoining anchorage areas of 5 acres each, westerly of Clark Point, the westerly one to a depth of 6 feet and the easterly one to a depth of 10 feet.

Estimated cost (price level of March 1957).—

Federal.....	\$240, 000
Non-Federal.....	¹ 10, 000
Total.....	250, 000

¹ Required cash contribution.

Local cooperation.—(a) Make a cash contribution of 4 percent of the general navigation costs due to recreational boating benefits, a sum presently estimated at \$10,000; (b) furnish all lands, easements, and rights-of-way, necessary for construction of the improvement; (c) hold and save the United States free of damages; (d) provide and maintain adequate public landing with respect to the 6-foot anchorage area open to all on equal terms; and (e) provide and maintain depths in access channels and berthing areas commensurate with project depths. Local interests have indicated their willingness and ability to furnish the items of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$8, 800	\$1, 100	\$9, 900
Maintenance.....	2, 000	200	2, 200
Total.....	10, 800	1, 300	12, 100
Annual benefits:			
Benefits to the commercial fishing fleet due to increased fish catch and reduction in storm damage.....			33, 200
Benefits to recreational craft due to increased use and reduction in storm damage.....			2, 700
Total.....			35, 900

Benefit-cost ratio.—3.0.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed anchorage basins will provide safe refuge and improved operating conditions for the large fishing and recreational traffic in this locality, and are amply justified. An equitable local cash contribution will be required in recognition of recreational benefits of a local nature.

STONINGTON HARBOR, MAINE

[H. Doc. 36, 86th Cong., 1st sess.]

Location.—Stonington Harbor, Maine, is on the southern tip of Deer Island in the eastern part of Penobscot Bay, about 10 miles northeast of Vinalhaven and 22 miles east of Rockland.

Report authorized by.—Resolution adopted June 27, 1956, by House Committee on Public Works.

Existing project.—No Federal project in the harbor. A Federal project for Deer Island Thoroughfare, the main approach to the harbor, provides for a depth of 15 feet.

Recommended plan of improvement.—Provides for three anchorage areas as follows: An anchorage area 650 feet long and 300 feet wide in

Allen Cove, dredged to a depth of 6 feet below mean low water, an anchorage area 700 feet long and 330 feet wide adjacent to Greens Head to a depth of 6 feet, and an anchorage area 400 feet long and 200 feet wide adjacent to Staple Point to a depth of 8 feet.

Estimated cost.—Price level of April 1957:

Federal.....	\$198, 000
Non-Federal.....	¹ 22, 000
Total.....	220, 000

¹ Required cash contribution.

Local cooperation.—(a) Contribute in cash 10 percent of the cost of construction due to recreational boating benefits, presently estimated to be \$22,000; (b) furnish without cost to the United States all lands, easements, and rights-of-way for construction and maintenance; (c) hold and save the United States free from damages due to the construction and maintenance; and (d) provide and maintain a public landing in Allen Cove open to all on equal terms. Local interests have indicated that they will furnish the items of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$7, 000	\$800	\$7, 800
Maintenance.....	2, 500		2, 500
Total.....	9, 500	800	10, 300
Annual benefits:			
Reduction in operating cost, storm damages and use as a harbor of refuge to the commercial fishing fleet.....			15, 600
Decrease in shipping cost to mail and supplies to the outlying islands.....			1, 000
Reduction of storm damages, use as a harbor of refuge and increased use to the recreational fleet.....			3, 500
Total.....			20, 100

Benefit-cost ratio.—1.9.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The large amount of waterborne traffic at Stonington Harbor warrants Federal assistance. The proposed anchorage areas will benefit both transient and local boats by reduction of damages and operating costs. An equitable local cash contribution is required in recognition of the semilocal nature of the recreational benefits.

SOUTH BRISTOL HARBOR, MAINE

(S. Doc. 30, 86th Cong.)

Location.—On the coast of Maine about 40 miles northeast of Portland and 28 miles southwest of Rockland.

Report authorized by.—Resolution by the Committee on Public Works of the U.S. Senate, adopted May 18, 1950.

Existing project.—Provides for removal of rock to a depth of 2 feet at mean low water with a channel of variable width through the harbor.

Navigation problem.—Boats are required to wait for high tide or to travel around the south end of Rutherford Island due to the lack of

an adequate channel through the gut which connects Damariscotta River and Johns Bay.

Recommended plan of improvement.—Provides for a channel through the gut, 5 feet deep at mean low water over a width of 25 feet through the drawbridge and 50 feet in the approaches.

Estimated cost (price level of July 1957).—

Federal.....	\$97, 000
Non-Federal.....	5, 000
Total.....	102, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$3, 800	\$150	\$3, 950
Maintenance to navigation aids.....	50		50
Channel maintenance.....	500		500
Total.....	4, 350	150	4, 500
Annual benefits:			
Decrease in operating cost of fishing craft.....			7, 600
Decrease in operating cost of recreational craft.....			500
Increase in operation and maintenance of swing bridge.....			—50
Detriment to highway transportation.....			—1, 050
Total.....			7, 000

Benefit-cost ratio.—1.6.

Local cooperation.—Contribute in cash 3 percent of the cost of construction due to recreational boating benefits, and that such contribution, presently estimated at \$3,000, to be paid in a lump sum prior to commencement of construction, the final allocation of cost to be made after actual costs have been determined; furnish without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas necessary for the construction and subsequent maintenance of the improvement, when and as required; and hold and save the United States free from damages due to the construction and maintenance of the improvement. Local interests have indicated that they will furnish the items of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of Maine: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed channel through the gut will improve operating conditions and eliminate delays caused by boats awaiting high tides, or circuitous travels through the area, and is justified. The small local cash contribution is considered equitable because of the recreational benefits that will accrue. The main industries of the area are commercial fishing, boatbuilding, repair and servicing, and summer recreational business. The recommended project will stimulate this business and provide many benefits to the area.

WELLS HARBOR, MAINE

(H. Doc. 202, 86th Cong.)

Location.—Wells Beach and Drakes Island form the mouth of Webhannet River, a stream 4 miles long that discharges into the Atlantic Ocean about 20 miles northeast of Portsmouth, N.H., and 34 miles southwest of Portland, Maine. The wide section of the river near the entrance is known as Wells Harbor.

Report authorized by.—The River and Harbor Act approved September 3, 1954.

Existing project.—A Federal project adopted in 1872 provided for repair of an old Government pier built at the river mouth for the purpose of straightening and deepening the channel over the entrance bar.

Navigation problem.—There is no harbor for small boats in this area and the adjacent harbors are overcrowded.

Recommended plan of improvement.—Provides for an anchorage basin 7.4 acres in area and 6 feet deep; a channel 100 to 150 feet wide, extending from deep water in the Atlantic Ocean to the inner end of the basin, with the seaward section 8 feet deep, and the harbor section 6 feet deep; and two converging stone jetties, one extending 940 feet easterly from Wells Beach and the other 640 feet southerly from Drakes Island, separated so as to provide a clear opening 400 feet wide.

Estimated cost (price level of March 1958).—

Federal.....	\$340, 000
Non-Federal.....	205, 000
Total.....	545, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$12, 300	\$7, 200	\$19, 500
Maintenance of navigation aids.....	100		100
Maintenance dredging.....	7, 800		7, 800
Total.....	20, 200	7, 200	27, 400
Annual benefits:			
Increase in recreational boating.....			17, 070
Increase lobster catch.....			8, 260
Savings from shore protection.....			1, 000
Land enhancement.....			1, 250
Total.....			27, 580

Benefit-cost ratio.—1.0.

Local cooperation.—Contribute in cash 37 percent of the cost of construction due to recreational boating benefits, and that such contribution, presently estimated at \$200,000, be paid either in a lump sum prior to commencement of construction, or in installments prior to commencement of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final allocation of cost to be made after actual costs have been determined; provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas necessary for the construction and subsequent maintenance, when and as required; hold and save

the United States free from damages due to the construction and maintenance of the project; provide and maintain at local expense necessary mooring facilities and utilities, including a public landing with suitable supply facilities, open to all on equal terms; construct and maintain any bulkheads required for retention of dredged material from the initial construction and subsequent maintenance; and accomplish and maintain without expense to the United States alterations as required in sewer, water supply, drainage, and other facilities. Local interests are willing to furnish the items of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of Maine: Favorable.

*Comments of the Bureau of the Budget.—*No objection to the submission of the report to Congress but in view of the marginal justification of the project would expect that, if the recommended improvement is authorized by the Congress, a current reevaluation would be submitted with any request for funds to initiate construction.

*Remarks.—*Wells Beach and Drakes Island are highly developed summer resort areas, where the permanent population of about 2,300 expands to a summer population of over 20,000. The principal occupations are fishing, farming, and catering to the needs of summer residents and tourists. Navigation is almost nonexistent because the controlling depth in the river mouth is only 1½ feet at mean low water. The proposed improvements will provide a stable and adequate entrance channel and an anchorage area to accommodate about 200 commercial fishing and recreational craft. The large local cash contribution, due to the recreational benefits, follows existing policy on that matter. The committee notes the marginal benefits-cost ratio and would expect a reevaluation of the project during the planning stage to insure an economic project at the time construction funds are requested.

YORK HARBOR, MAINE

(H. Doc. 395, 86th Cong.)

*Location.—*At the mouth of York River, a small stream emptying into the Atlantic Ocean, about 12 miles northeast of Portsmouth, N.H., and 41 miles southwest of Portland, Maine.

*Report authorized by.—*Resolution by the House Public Works Committee adopted June 2, 1949.

*Existing project.—*Provides for a channel off Bragdens Island 170 feet wide with a depth of 10 feet at mean low water and for removing to the same depth the point of a projecting shoal just above the island.

*Navigation problem.—*The chief difficulty to navigation is inadequate mooring space in the harbor. All of the available mooring space is located in the main harbor where strong tidal currents make such mooring hazardous, particularly when the moorings are located too closely.

*Recommended plan of improvement.—*Provides for an anchorage basin north of Bragdens Island, 8 feet deep and about 5.2 acres in area and an anchorage basin south of Bragdens Island, 8 feet deep and about 5.6 acres in area.

Estimated cost.—

Federal.....	\$391, 000
Non-Federal.....	69, 000
Total.....	460, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$14, 000	\$3, 150	\$17, 150
Maintenance.....	3, 000		3, 000
Total.....	17, 000	3, 150	20, 150
Annual benefits:			
Commercial fishing.....			24, 800
Recreational boating.....			9, 450
Land enhancement.....			1, 150
Total.....			35, 400

Benefit-cost ratio.—1.7.

Local cooperation.—(a) Contribute in cash 15 percent of the first cost of construction due to recreational boating and land enhancement benefits, a contribution presently estimated at \$69,000, to be paid in a lump sum prior to initiation of construction, the final allocation of cost to be made after the actual costs have been determined; (b) provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas necessary for the initial construction and subsequent maintenance, when and as required; (c) hold and save the United States free from damages due to construction and maintenance of the project works; and (d) provide and maintain a suitable public landing, open to all on equal terms, to serve the anchorage basin south of Bragdons Island. Local interests have indicated that they will furnish requirements of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Fish and Wildlife Service recommends reevaluation of benefits attributed to fish catch.

State of Maine: Favorable.

Comments of the Bureau of the Budget.—Favorable.

Remarks.—The committee was advised that mooring space in the existing harbor is crowded and exposed to strong tidal currents, which causes numerous accidents, and prohibits the approval of additional mooring spaces in the harbor. It is noted that the Fish and Wildlife Service increased the previous estimates of the fish catch. The proposed anchorage basins will provide safe refuge for various craft in the area, and provide plenty of room for expansion of such fleet. The cash contribution by local interests due to recreational boating and land enhancement is believed equitable.

PEPPERELL COVE, MAINE

(H. Doc. 184, 86th Cong.)

Location.—In the southwestern part of Maine, on the eastern side of Portsmouth Harbor.

Report authorized by.—Resolutions by the Senate and House Public Works Committees, adopted 19 March 1954 and 29 June 1955, respectively.

Existing project.—Provides for an anchorage area 12 feet deep, 1,450 feet long, and 1,250 feet wide. Local interests have provided wharves and landings.

Navigation problem.—Due to the increase in small boat traffic, additional anchorage area is needed in a protected area. In Chauncey Creek the main problem is the lack of adequate depths.

Recommended plan of improvement.—Provides for a channel 6 feet deep and 60 feet wide extending from Pepperell Cove about 4,000 feet up Chauncey Creek, a turning basin opposite the Whitham Lobster Co. wharf, and 5 acres of anchorage 6 feet deep.

Estimated cost (price level of March 1959).—

Federal.....	\$170,000
Non-Federal.....	15,000
Total.....	185,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$6,400	\$500	\$6,900
Maintenance dredging.....	2,500	0	2,500
Maintenance of navigation aids.....	400	0	400
Total.....	9,300	500	9,800
Annual benefits:			
Commercial fishing.....			9,700
Recreational boating.....			1,900
Total.....			11,600

Benefit-cost ratio.—1.2.

Local cooperation.—(a) Contribute in cash 8 percent of the first cost of dredging due to recreational boating benefits, a contribution presently estimated at \$15,000, to be paid in a lump sum prior to initiation of construction, the final apportionment of cost to be made after the actual costs have been determined; (b) provide a suitable public landing open to all on equal terms to serve the Chauncey Creek area; (c) provide without cost to the United States all necessary lands, easements, and rights-of-way for the construction and maintenance of the project; and (d) hold and save the United States free from damages that may result from construction and maintenance of the project. Local interests have indicated that they will meet the requirement of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of Maine: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed channel and anchorage area in Chauncey Creek is believed essential to facilitate delivery of fish to the canneries located at the head of the creek, and eliminate the necessity of delivery by truck at low tide. Improved operating conditions for the large number of fishing and recreational craft in this area amply justify construction of the project. The cash contribution by local interests is considered equitable.

RYE HARBOR, N.H.

Location.—On the Atlantic coast of New Hampshire, about 5 miles south of Portsmouth Harbor.

Report authorized by.—Resolution by House Public Works Committee adopted July 19, 1956.

Existing project.—No Federal project. The State of New Hampshire has constructed two breakwaters, each about 500 feet long with an elevation of 6 feet above high water.

Navigation problem.—Lack of depth at low tide at the entrance, rock shoals on the south side of the entrance, and the lack of anchorage area.

Recommended plan of improvement.—Provides for dredging a channel 100 feet wide and 10 feet deep for a distance of 600 feet through the entrance, thence 8 feet deep for a distance of 1,700 feet within the harbor; dredging two 5-acre anchorages, one 8 feet deep and the other 6 feet deep; and maintaining the existing breakwaters.

Estimated cost.—

Federal.....	\$238, 000
Non-Federal.....	112, 000
Total.....	350, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$8, 740	\$4, 710	\$13, 450
Maintenance:			
Dredging and breakwater.....	4, 330	0	4, 330
Navigation aids.....	30	0	30
Total.....	13, 100	4, 710	17, 810
Annual benefits:			
Increased fish catch.....			8, 800
Recreational boating.....			14, 600
Reduce damages.....			2, 500
Land enhancement.....			1, 600
Total.....			27, 500

Benefit-cost ratio.—1.5.

Local cooperation.—(a) Contribute in cash 32 percent of the first cost of construction due to recreational boating and land enhancement benefits, such contribution, presently estimated at \$112,000, to be paid in a lump sum prior to initiation of construction, subject to final adjustment after actual costs have been determined; (b) furnish without cost to the United States title to the breakwaters constructed by local interests, and all lands, easements, rights-of-way, and properly diked spoil-disposal areas necessary for the initial construction and

subsequent maintenance, when and as required; (c) hold and save the United States free from damages due to construction and maintenance of the project works; (d) provide and maintain at local expense an adequate public landing, with suitable supply facilities, open to all on equal terms; and (e) accomplish and maintain at local expense alterations as required in water supply and other facilities. They are willing to furnish the items of local cooperation.

Comments of State and Federal agencies.—State of New Hampshire: Favorable.

Remarks.—Rye is an important summer resort, the main industries being recreation and lobster fishing. Waterborne commerce averaged 57 tons annually in 1955 and 1956, consisting entirely of lobsters. The committee was informed that extension of the two breakwaters constructed by the State of New Hampshire and the removal of the rock shoals could not be economically justified. Provision of a dredged channel, two anchorages, and properly maintaining the existing breakwaters will permit expansion of boating in the harbor, provide safe anchorages, and reduce the danger from storms. The project is well justified, and the large local cash contribution appears equitable.

COTUIT HARBOR, MASS.

(H. Doc. 142, 86th Cong.)

Location.—On the south shore of Cape Cod about 27 miles east of New Bedford, Mass.

Report authorized by.—Resolution by the Committee on Public Works of the House of Representatives adopted January 28, 1947.

Existing project.—There is no Federal project.

Recommended plan of improvement.—Provides for an entrance channel, 10 feet deep, 150 feet wide, and 0.8 mile long, from Nantucket Sound into West Bay; a channel, 8 feet deep and 1.8 miles long, from the West Bay entrance through West Bay and the bridge at Osterville, and into Great Bay, 100 feet wide in open areas, 31 feet wide at the bridge, and 60 feet wide for 850 feet north of the bridge; and a channel, 8 feet deep, 60 feet wide, and 1.6 miles long, from the West Bay entrance through Seapuit River into Cotuit Bay.

Estimated cost.—Price level of April 1958:

Federal.....	\$320, 000
Non-Federal.....	¹ 320, 000
Total.....	640, 000

¹ Required cash contribution.

Local cooperation.—Contribute in cash 50 percent of the cost of construction due to recreational boating benefits, and that such contribution, presently estimated at \$320,000, be paid either in a lump sum prior to commencement of construction, or in installments prior to commencement of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final allocation of cost to be made after actual costs have been determined; provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas for the construction and subsequent maintenance of the project, when and as required; hold and save the United States free from damages due to the construction and maintenance of the project; and provide and maintain two suitable

public landings or wharves with adequate berths in accordance with plans approved by the Chief of Engineers, open to all on equal terms; maintain the jetties at the entrance to West Bay. Local interests have indicated that they will meet the requirements of local cooperation.

Project Economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$12,300	\$11,300	\$23,600
Maintenance.....	29,200	0	29,200
Maintenance of navigation aids.....	900	0	900
Total.....	42,400	11,300	53,700
Annual benefits: Recreational boating.....			61,210

Benefit-cost ratio.—1.1.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The improvements proposed will provide adequate entrance and interior channels connecting the several small bays at Cotuit Harbor facilitating use by the large recreational boating fleet in the locality. The proposed local cooperation in the provision of the general navigation facilities is considered equitable in view of the semilocal aspect of recreational navigation benefits.

APPONAUG COVE, R.I.

(H. Doc. 143, 86th Cong.)

Location.—Apponaug Cove lies entirely within the city of Warwick, Kent County, R.I., and is about 10 miles south of Providence, R.I.

Report authorized by.—House Public Works Committee resolution adopted June 27, 1956.

Existing project.—No Federal navigation project.

Navigation problem.—Available depths restrict the use of the cove to very small craft except during the higher stages of tide. Larger craft of the present fishing fleet can use the existing commercial facilities only during periods of high water.

Recommended plan of improvement.—Provides for a channel 100 feet wide and 6 feet deep from depth in Greenwich Bay to a point at the head of the middle basin 200 feet east of the New York, New Haven, & Hartford Railroad bridge, and a 10-acre anchorage basin, 6 feet deep, southwest of the channel in the middle basin.

Estimated cost (price level May 1958).—

Federal.....	\$180,000
Non-Federal.....	120,000
Total.....	300,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$6, 700	\$4, 200	\$10, 900
Maintenance.....	11, 300		11, 300
Maintenance of navigational aids.....	400		400
Total.....	18, 400	4, 200	22, 600
Annual benefits:			
Commercial fishing.....			12, 000
Recreational boating.....			38, 000
Land enhancement.....			5, 000
Total.....			55, 000

Benefit-cost ratio.—2.4.

Local cooperation.—Contribute in cash 40 percent of the cost of construction, and that such contribution, presently estimated at \$120,000, be paid in a lump sum prior to commencement of construction, the final allocation of cost to be made after actual costs have been determined; provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas for the construction and subsequent maintenance of the project, when and as required; hold and save the United States free from damages due to the construction and maintenance of the project; and provide and maintain a suitable public landing with adequate supply facilities, in accordance with plans approved by the Chief of Engineers, and the necessary mooring facilities in the anchorage area, in landing and mooring facilities to be open to all on equal terms. Local interests have indicated their willingness and ability to meet the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of Rhode Island: Favorable.

Comments of Bureau of Budget.—No objection.

Remarks.—Apponaug Cove is presently used by fishermen who who serve four wholesale fish terminals in the area and by recreational craft. The estimated fishing commerce is now 850 tons a year and the cove is used by 100 fishing vessels and 100 recreational craft. Shallow depths restrict the use of the cove requiring the fish to be unloaded at other points and trucked to the fish terminals. The improvements proposed will provide adequate facilities for the large fishing and recreational fleets, and provide a harbor of refuge for transient craft. The committee notes the high benefit-cost ratio of the project. The large cash contribution by local interests is believed equitable because of the large recreational and land enhancement benefits.

LITTLE NARRAGANSETT BAY AND WATCH HILL COVE, R.I. AND CONN.

(H. Doc. 396, 86th Cong.)

Location.—Little Narragansett Bay is on the Rhode Island-Connecticut boundary at the mouth of Pawcatuck River. Watch Hill Cove is at the southeast corner of the bay in the town of Westerly, R.I.

Report authorized by.—Resolution by the House Public Works Committee adopted July 31, 1957.

Existing project.—The existing project for Pawcatuck River, R.I. and Conn., provides for a channel in Little Narragansett Bay and in the river 10 feet deep at mean low water, 200 feet wide from Stonington to Avondale, about 4 miles; 100 feet wide thence to the lower wharves at Westerly, about 3 miles; and 40 feet wide between the lower and upper wharves at Westerly, about 0.5 mile; removal of obstructions at Watch Hill, at the southeastern part of Little Narragansett Bay; a channel 10 feet deep and 100 feet wide from the mouth of Pawcatuck River into Watch Hill Cove; an anchorage basin in the cove 10 feet deep and about 16 acres in area; and a riprap jetty 200 feet in length near the southwest corner of the basin.

Navigation problem.—The anchorage area of Watch Hill Cove is crowded throughout the season and the cove is exposed to the west and northwest winds which cause damages to moored craft.

Recommended plan of improvement.—Provides for construction of a breakwater 400 feet long at the entrance to Watch Hill Cove, extension of the existing Watch Hill Cove jetty 100 feet shoreward, enlargement of the entire jetty, and enlargement of the anchorage in Watch Hill Cove by dredging 1.75 acres to a depth of 6 feet.

Estimated cost (October 1959 price level).—

Federal.....	\$98, 000
Non-Federal.....	102, 000
Total.....	200, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$3, 800	\$4, 350	\$8, 150
Maintenance:			
Dredging.....	1, 800		1, 800
Breakwater.....	1, 150		1, 150
Aids to navigation.....	300		300
Total.....	7, 050	4, 350	11, 400
Annual benefits:			
Recreational boating.....			20, 790
Shore protection.....			750
Total.....			21, 540

Benefit-cost ratio.—1.9.

Local cooperation.—(a) Contribute in cash 51 percent of the first cost of construction due to recreational boating and shore protection benefits, a contribution presently estimated at \$102,000, to be paid in a lump sum prior to initiation of construction, the final apportionment of cost to be made after the actual costs have been determined; (b) provide without cost to the United States all necessary lands, easements, rights-of-way, and spoil-disposal areas for the construction and subsequent maintenance of the project, when and as required; (c) hold and save the United States free from damages due to the construction and maintenance of the project; and (d) maintain without cost to the United States necessary mooring facilities and utilities, including a public landing with suitable supply facilities, open to all

on equal terms. Local interests have indicated that they will cooperate in the proposed improvement.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of Rhode Island: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The town of Watch Hill is a popular summer resort and has a large number of seasonal people. There is no commercial shipping in the cove, and the harbor is used only for recreation craft. The present anchorage is crowded and exposed to damage from swells caused by winds from the west and northwest. The enlargement of the anchorage basin and additional improvement to protect the cove will enhance its use for recreational craft and reduce damages to moored craft. The committee considers this an unusual project in that the benefits accrue almost entirely to recreational boating, with a small amount of shore protection, requiring a large cash contribution by local interests. The benefit-cost ratio is very high, and Federal participation in the project is warranted.

MORICHES AND SHINNECOCK INLETS, N.Y.

(H. Doc. 126, 86th Cong.)

Location.—Moriches and Shinnecock Inlets are the easternmost of five openings through the narrow, sandy barrier beach on the south shore of Long Island which separates the Atlantic Ocean from a series of interconnected bays. The inlets are 80 and 95 miles, respectively, by water east of the Battery, New York City.

Report authorized by.—River and Harbor Act approved March 2, 1945.

Existing project.—No Federal project at the two inlets but the Long Island Intracoastal Waterway traverses the two bays and connecting channels landward of the inlets.

Recommended plan of improvement.—Stabilization of each inlet by rehabilitation of existing revetments and jetties, extension of existing jetties, provision of sand bypassing facilities; entrance channels 10 by 200 feet; and inner channels 6 by 100 feet to the intracoastal waterway.

Estimated cost.—(Price level, July 1957.)

	Federal	Non-Federal	Total
Moriches.....	\$3,331,000	¹ \$2,725,000	\$6,056,000
Shinnecock.....	3,527,000	¹ 2,071,000	5,598,000

¹ Cash contribution because of large local benefits to recreational boating, from improved tidal flow and from beach erosion control.

Local cooperation.—Improvement of Moriches Inlet: Prior to construction, local interests agree to contribute in cash 45 percent of the cost of construction by the Corps of Engineers, presently estimated at \$2,725,000, and agree to contribute in cash 50 percent of the maintenance, operation, and replacement, presently estimated at \$93,000 annually, or perform work of equal value when and as acceptable to the Chief of Engineers; improvement of Shinnecock Inlet: Prior to construction, local interests agree to contribute in

cash 37 percent of the cost of construction by the Corps of Engineers, presently estimated at \$2,071,000, and agree to contribute in cash 38 percent of the maintenance, operation, and replacement, presently estimated at \$71,000 annually, or perform work of equal value when and as acceptable to the Chief of Engineers; and provided further that, in connection with the improvement of each inlet, local interests, prior to construction, agree to: (a) make the cash contributions either in a lump sum prior to commencement of the work, or in installments prior to commencement of pertinent work items, in accordance with work scheduled as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs have been determined; (b) furnish, free of cost to the United States, all lands, easements, rights-of-way, and suitable spoil-disposal areas for the initial work and for subsequent maintenance, when and as required; (c) hold and save the United States free from damages due to the construction and maintenance of the project; (d) provide and maintain suitable terminal facilities when and as required for the accommodation of vessels that would navigate the inlets and adjacent bays, open to all on equal terms; and (e) maintain, for the duration of the economic life of the project, continued public ownership of the publicly owned shores and their administration for public use, and continued availability for public use of the privately owned shores upon which a portion of the Federal share of the cost is based. Local interests are willing and able to meet these requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Moriches:			
Interest and amortization.....	\$119,400	\$96,400	\$215,800
Maintenance and operation.....	93,000	93,000	186,000
Maintenance, navigation aids.....	2,600		2,600
Total.....	215,000	189,400	404,400
Shinnecock:			
Interest and amortization.....	125,900	73,300	199,200
Maintenance and operation.....	118,000	71,000	189,000
Maintenance, navigation aids.....	2,100		2,100
Total.....	246,000	144,300	390,300
		Moriches	Shinnecock
Annual benefits:			
Navigation:			
Increased fish and shellfish catch in ocean.....		\$140,000	\$146,000
Improved conditions for operation and protection of boats using the inlets.....		37,600	75,200
Subtotal.....		177,600	221,200
Improved tidal flow:			
Increased shellfish and oyster production in the bays.....		172,400	153,000
Pollution abatement.....		70,000	2,000
Increased boating in the bays.....		46,600	65,200
Subtotal.....		289,000	220,200
Beach erosion control.....		242,500	376,100
Total.....		709,100	817,500
Benefit-cost ratio.....		1.8	2.1

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended projects for Moriches and Shinnecock Inlets comprise logical and economically justified means of meeting the needs for improvement of these areas. The measures proposed will stabilize the inlets, stimulate offshore commercial fishing, benefit recreational boating and fishing, provide needed access to harbors of refuge, and contribute to the control of beach erosion and the reduction of bay pollution by improving tidal flows. The costs allocated to navigation, improvement of tidal flow, and beach erosion control have been apportioned between the Federal Government and local interests in accordance with normal practice for projects serving these purposes.

MAMARONECK HARBOR, N.Y.

(H. Doc. 209, 86th Cong.)

Location.—Mamaroneck Harbor is in a small estuary on the north shore of Long Island Sound 5 miles southwest of the Connecticut State line. It comprises an open outer harbor and an inner harbor containing east and west basins.

Report authorized by.—River and Harbor Act approved July 24, 1946.

Existing project.—Provides for a channel 10 feet deep and 100 feet wide from Long Island Sound to Orienta Point, and thence 80 feet wide to a point about 150 feet below the Boston Post Road including an extension to the northeast, 300 feet long and 80 feet wide; an anchorage in the east basin 10 feet deep; and an anchorage in the west basin, 6 feet deep, connected to the main channel by a channel 6 feet deep and 80 feet wide.

Navigation problem.—Additional anchorage area is needed as the present harbor facilities are inadequate to accommodate the demand for space for recreational boats.

Recommended plan of improvement.—Modification of the existing project to provide for an anchorage, with an area of 14 acres and a depth of 6 feet, in the east basin.

Estimated cost (price level of January 1958).—

Federal.....	\$105, 000
Non-Federal.....	105, 000
Total.....	210, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$4, 190	\$3, 710	\$7, 900
Maintenance.....	2, 500		2, 500
Total.....	6, 690	3, 710	10, 400
Annual benefits:			
Recreational boating.....			51, 700
Land enhancement.....			1, 600
Total.....			53, 300

Benefit-cost ratio.—5.1.

Local cooperation.—(a) Contribute in cash 50 percent of the first cost of construction due to land enhancement and recreational boating benefits, a contribution presently estimated at \$105,000, to be paid in a lump sum prior to initiation of construction, the final allocation of cost to be made after actual costs have been determined; (b) provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas necessary for the initial construction and subsequent maintenance of the anchorage; when and as required; (c) hold and save the United States free from damages due to the construction and maintenance of the anchorages; (d) provide at all times adequate public landing facilities, open to all on equal terms, for access to the shore by users of the anchorage; and (e) allocate an adequate portion of the anchorage to accommodate a minimum of 15 boats, and provide mooring facilities equal to those in the portions of the anchorage designated for use by local craft. Local interests are willing and able to provide the required local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The area tributary to Mamaroneck Harbor is residential, commercial, and light industrial. Commercial activities in the harbor include boatyard operation, construction, and the sailing of recreational craft and handling waterborne commerce. The average annual commerce is 170,000 tons, consisting of sand, gravel, stone, and petroleum products. About 740 recreational craft are based in the harbor, and about 100 transient boats visit the harbor annually. The existing harbor facilities are inadequate, and the constantly increasing number of residents desire to use the area for boating purposes. Further development of the boating industry and allied activities is dependent upon the provision of additional harbor facilities. The proposed anchorage area in the east basin will provide space for a large number of additional boats and relieve crowded conditions in the existing harbor, and permit expansion of the boating activities. The cash contribution of 50 percent of the cost by local interests is customary because of the recreational benefits and is believed equitable. The committee was impressed by the high economic ratio of this project, 5.1.

WILMINGTON HARBOR, DEL.

(S. Doc. 88, 86th Cong.)

Location.—Wilmington Harbor is in the Christina River which enters the Delaware River at Wilmington, Del.

Report authorized by.—Resolutions by the committee on Public Works of the U.S. Senate adopted March 18, 1953, and February 14, 1955.

Existing project.—Provides for a channel 30 feet deep and 400 feet wide from the ship channel in Delaware River to the Lobdell Canal in Christina River, and thence a decreasing channel to Newport, Del., where the project depth and width are 7 and 100 feet, respectively. It also includes an inner basin 30 feet deep and 600 feet, and three jetties.

Navigation problem.—Depth of water available in the entrance channel and the channel in the harbor is not adequate for the tankers in regular use. As a result of these conditions, vessels are frequently delayed in entering and leaving the harbor awaiting favorable tide conditions. As the depth presently available in the basin is inadequate for large vessels, they must be backed out of the harbor.

Recommended plan of improvement.—Modification of the existing project for Wilmington Harbor, Del., to provide a channel 35 feet deep and 400 feet wide from the Delaware River ship channel to the Lobdell Canal, and a turning basin opposite Wilmington Marine Terminal, 200 feet wide and about 2,500 feet long.

Estimated cost (price level of July 1958).—All Federal, \$351,000.

Project economics.—

Annual charges: All Federal-----	\$12, 600
<hr/>	
Annual benefits:	
Elimination of:	
Delays to vessels entering harbor-----	5, 000
Dock standby labor awaiting delayed vessels-----	4, 000
Lightering costs for tankers-----	18, 000
Losses from diversion of loaded vessels-----	3, 000
Reduction in dock and ship damage-----	1, 000
<hr/>	
Total-----	31, 000

Benefit-cost ratio.—2.5.

Local cooperation.—None.

Comments of State and Federal agencies.—

Department of Interior: Interests are not affected.

State of Delaware: Favorable.

Comments of the Bureau of the Budget.—Favorable.

Remarks.—The area tributary to Wilmington Harbor is highly industrialized with more than 300 manufacturing establishments. Commerce through the Wilmington Marine Terminal averaged 676,000 tons annually from 1946 through 1956. Additional berthing is urgently needed at the terminal, with a turning basin opposite to permit maneuvering vessels entering and leaving the harbor. In addition, a deeper channel is needed from the Delaware River ship channel to the Lobdell Canal for use of large oil tankers. The recommended improvements will reduce considerably the time lost and expenses incurred by ocean-going vessels and others awaiting suitable tides to enter the Christina River en route to Wilmington Harbor, and in turning vessels off the Wilmington Marine Terminal. The committee believes the project sorely needed and notes that it is well justified.

OCRACOKE INLET, N.C.

(H. Doc. 408, 86th Cong.)

Location.—Ocracoke Inlet, a natural opening through the barrier beach which separates Pamlico Sound and the Atlantic Ocean, is about 31 miles southwest of Cape Hatteras, N.C.

Report authorized by.—House Public Works Committee resolution, adopted July 29, 1955.

Existing project.—There is no existing Federal project for Ocracoke Inlet. Connecting Federal improvements include Wallace Channel, 12 feet deep, Silver Lake Harbor, 10 feet deep; waterway connecting

Pamlico Sound and Beaufort Harbor, 7 feet deep; and the Intra-coastal Waterway, 12 feet deep, which traverses the area landward side of Pamlico Sound, providing a connection between Ocracoke Inlet and seafood marketing and processing centers.

Navigation problem.—In its present condition, the inlet does not provide safe passage for the maximum-draft vessels that can use the shallowest of the harbors bordering Pamlico Sound. There is no record of any vessel drawing 10 feet or more using the inlet since 1954. With the exception of 1956 there is no record of use by any vessel drawing more than 7 feet since 1954. During those years the total menhaden catch for North Carolina has remained relatively constant, indicating that the decline in use of the inlet was due to channel limitations and not to a decrease in navigation needs. Several vessels have been sunk in the inlet due to grounding, and many have been damaged in this manner.

Recommended plan of improvement.—Provides for improvement of Ocracoke Inlet by dredging a channel across the ocean bar 18 feet deep and 400 feet wide, and construction of a jetty extending from Ocracoke Island to the 20-foot depth in the Atlantic Ocean at such time as it is determined that control works will be more economical than maintaining the bar channel by dredging only.

Estimated cost (price level January 1959).—

Federal:

Channel dredging-----	\$185, 000
Jetty----- ¹	4, 438, 000
Total-----	4, 623, 000

¹ Construction of the jetty to be deferred until need is established.

Project economics.—

Annual charges:

	<i>Federal</i>
Interest and amortization-----	\$163, 900
Maintenance (channel)-----	65, 000
Maintenance (jetty)-----	77, 000

Total----- 305, 900

Annual benefits: Commercial fishing----- 436, 300

Benefit-cost ratio.—1.4

Local cooperation.—Provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas; hold and save the United States free from damages, including damages resulting from erosion of shores, due to construction and maintenance of the project. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of North Carolina: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Commerce through Ocracoke Inlet has been restricted in recent years, and is confined to shallow fishing boats engaged in fishing and shrimp catches. The best fishing grounds are outside the inlet, which are of great importance to commercial fishing interests that desire to work in these rich menhaden waters, and use the harbors bordering Pamlico Sound. The committee notes this project is well justified, even with the cost of the jetty included, and is of the opinion that construction of the jetty should be deferred until it is subse-

quently determined that the jetty is necessary but that such deferral should not defer authorization of the project at this time.

SHEM CREEK, CHARLESTON HARBOR, S.C.

H. Doc. 35, 86th Cong.)

Location.—Shem Creek, a small tidal tributary about 2 miles long, enters lower Charleston Harbor, S.C., from the northeast at the town of Mount Pleasant.

Report authorized by.—River and Harbor Act approved July 24, 1946.

Existing project.—Improvement of Shem Creek is presently provided as part of the authorized project for Charleston Harbor. The improvement consists of a channel 10 feet deep and 110 feet wide, from a flared entrance at Hog Island Channel to and including a turning basin, 130 feet wide and 400 feet long, opposite the public wharf at Mount Pleasant.

Plan of recommended improvement.—Maintenance of a channel in Shem Creek, 10 feet deep, 90 feet wide, and about 1,150 feet long upstream from the head on the existing project, and to provide for maintenance of a channel 10 feet deep and 90 feet wide in Hog Island Channel from Shem Creek to the Atlantic Intracoastal Waterway.

	Federal	Non-Federal	Total
Estimated cost:			
Construction.....	0	0	0
Increased maintenance.....	\$3,800	\$350	\$4,150
Project economics:			
Annual charges:			
Interest and amortization (1954 dredging).....	90	90	180
Maintenance:			
Shem Creek extension.....	1,800		
Hog Island Channel (portion allocated to traffic on Shem Creek extension).....	1,200	350	3,350
Hog Island Channel (portion allocated to traffic on presently authorized portion of Shem Creek).....	800	0	800
Total annual charges.....	3,890	440	4,330
Annual benefits: Shem Creek extension.....			5,900
Benefit-cost ratio, Shem Creek extension:			
Including costs of 1954 dredging.....			1.67
Future maintenance only.....			1.8

NOTE.—The maintenance costs of \$800 per year assigned to traffic on the existing portion of the Shem Creek Channel are considered amply justified by the benefits thereto.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Federal assumption of maintenance of the Shem Creek and Hog Island channels is considered proper and justified in view of the use of these channels for general navigation.

CHANNEL AND HARBOR AT EVERGLADES, FLA.

(H. Doc. 147, 86th Cong.)

Location.—In Collier County, on the west coast of Southern Florida.

Report authorized by.—River and Harbor Act approved March 2, 1945.

Existing project. There is no authorized Federal project at Everglades.

Plan of recommended improvement.—Channel 60 feet wide and 8 feet deep from the Gulf of Mexico to mile 1.5 in Barron River at Everglades, Fla., with a turning basin about 0.5 acre in area near the upper end.

Estimated costs.—

Federal.....	\$117, 200
Non-Federal.....	24, 600
Total.....	141, 800

Local cooperation.—Contribute in cash 14 percent of the cost of construction (\$19,000); provide lands, easements, rights-of-way, and spoil-disposal areas, including dikes and spillways; hold and save; provide and maintain mooring facilities and utilities, including a public landing with suitable facilities, open to all on equal terms. Local interests have indicated their willingness and ability to comply with the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$5, 600	\$900	\$6, 500
Maintenance.....	11, 000		11, 000
Total.....	16, 600	900	17, 500
Annual benefits:			
Benefits to fishing boats and commercial craft.....		15, 700	
Benefits to recreational boats.....		6, 000	
Total.....		21, 700	
Benefit-cost-ratio.....		1. 2	

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the costs of the recommended improvements have been apportioned between the Federal Government and local interests in accordance with normal procedures for projects of this kind. The project is economically justified with a benefit-cost ratio of 1.2

GULF COAST SHRIMP BOAT HARBORS, FLA.

(H. Doc. 183, 86th Cong.)

Location.—Four areas on the gulf coast of Florida are studied in this report: Fort Myers Beach, Naples, Venice, and Lemon Bay. Fort Myers Beach is in Lee County, Naples in Collier County, and Venice and Lemon Bay are in Sarasota County.

Report authorized by.—Various River and Harbor Acts and committee resolutions dating from 1945 to 1954.

Existing projects.—Fort Myers Beach: None.

Naples: Interior channel 6 feet deep and 70 feet wide from the southern limit of Naples to Big Marco Pass, about 10 miles long.

Venice: No separate Federal project. The authorized 9-foot navigation project for the Intracoastal Waterway traverses the Venice area and provides for a 9-foot depth through Caseys Pass, an access to the gulf.

Lemon Bay: No separate project. The authorized project for the Intracoastal Waterway traverses the length of Lemon Bay.

Navigation problems.—Fort Myers Beach and Naples: Insufficient depths cause groundings and scrapings resulting in vessel damage. The lack of depth necessitates awaiting tides, which causes a loss of fishing time and consequent loss in the fish catch.

Venice and Lemon Bay: Local interests request improvements to increase fish catch and charter boat revenues.

Plans of recommended improvement.—Fort Myers Beach: Channel 12 feet deep and 150 feet wide from that depth in San Carlos Bay into Matanzas Pass, thence 11 feet deep and 125 feet wide through the pass, to the upper shrimp terminals, a total distance of about 2.1 miles.

Naples: Channel 12 feet deep and 150 feet wide from that depth in the Gulf of Mexico to Gordon Pass, thence 10 feet deep and 100 feet wide through Gordon Pass and Naples Bay to a point 400 feet south of the bridge on U.S. Highway No. 41, thence 10 feet deep and 70 feet wide to the bridge; a turning basin 10 feet deep, 150 feet wide, and 200 feet long in upper Naples Bay; and a turning basin 8 feet deep, general 250 feet wide, and 670 feet long at the municipal yacht basin.

Venice: None proposed.

Lemon Bay: None proposed.

Estimated cost (price level, summer 1958).—

Fort Myers Beach:

Federal.....	\$165, 800
Non-Federal.....	4, 900
Total.....	170, 700

Naples:

Federal.....	207, 200
Non-Federal.....	140, 200
Total.....	347, 400

Project economics.—

	Fort Myers Beach	Naples
Annual charges:		
Federal:		
Interest and amortization.....	\$7, 200	\$9, 300
Maintenance.....	20, 000	39, 000
Maintenance of navigation aids.....	1, 600	1, 000
Non-Federal: Interest and amortization.....	200	5, 000
Total.....	29, 000	54, 300
Annual benefits:		
Commercial vessel benefits.....	55, 700	19, 200
Recreational craft benefits.....		46, 900
Land enhancement.....	1, 500	10, 000
Total.....	57, 200	76, 100
Benefit-cost ratio.....	2.0	1.4

Local cooperation.—Fort Myers Beach: Contribute in cash 1.3 per cent of the cost of construction, presently estimated at \$2,200; provide lands, easements, and rights-of-way; hold and save, including claims for damages to lands at the north end of Estero Island.

Naples: Contribute in cash 37.4 percent of the cost of construction, presently estimated at \$123,800; provide lands, easements, and rights-of-way; hold and save, including claims for damages to terminals in upper Naples Bay; provide and maintain necessary mooring facilities and utilities for recreational craft, including a public landing with suitable supply facilities, open to all on equal terms. Local interests have indicated they would be willing and able to meet the requirements of cooperation.

Comments of State and Federal agencies.—

Department of Interior: Has no objection.

State of Florida: Endorses the improvements.

Comments of the Bureau of the Budget.—No objection.

Remarks.—This section of Florida has intermittent waterways parallel to the coast, separated from the gulf by a chain of narrow islands or keys. Numerous inlets or passes connect the gulf with interior waters. The authorized Intracoastal Waterway will, when completed, provide a through channel from Caloosahatchee River near Fort Myers Beach north 148 miles to Anclote River. The tributary area is devoted to growing winter vegetables and citrus fruits, shrimp-ing, commercial fishing, and catering to tourists and winter visitors. The proposed improvement would reduce damages to boats and delays which increase operating expense, permit use of larger boats, increase fish and shrimp catch. The recommended improvements appear justified. The costs are apportioned between the Federal Government and local interests in accordance with normal procedure for similar navigation projects.

BAKERS HAULOVER INLET, FLA.

(H. Doc. 189, 86th Cong.)

Location.—On the eastern coast of Florida 9 miles north of the entrance to Miami Harbor.

Report authorized by—River and Harbor Act approved March 2, 1945.

Existing project.—No Federal project. The present inlet, an artificial cut across the barrier beach constructed by local interests, connects Biscayne Bay with the ocean. The inlet is about 1,100 feet long, 300 feet wide at the ocean end and between jetties, and 500 feet wide in the landward portion. Dredging in Biscayne Bay for land fill has provided a channel 9 feet deep and 200 feet wide from the inner end of the outlet northward to the Intracoastal Waterway, a Federal project.

Navigation problem.—The existing jetties constructed by local interests are in a deteriorated condition, and unless rehabilitated, will collapse and eventually cause the inlet to shoal and the shores to erode until the inlet is completely closed. Shoaling of the channel through the inlet and in Biscayne Bay to the Intracoastal Waterway should be prevented in order to provide an adequate channel.

Recommended plan of improvement.—Providing for reconstruction of the existing jetties without increase in length; protecting the inlet shores seaward of the existing 500-foot section; and providing a channel 11 feet deep and 200 feet wide through the 300-foot section of the inlet, thence 8 feet deep and 100 feet wide west and north to and

including a marina basin 200 feet wide, and thence 8 feet deep and 100 feet wide both west and north to the Intracoastal Waterway.

Estimated cost (price level, March 1958).—

Federal.....	\$239, 000
Non-Federal.....	241, 000
Total.....	480, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$9, 050	\$9, 050	\$18, 100
Project maintenance.....	9, 100	0	9, 100
Maintenance of navigation aids.....	2, 000	0	2, 000
Total.....	20, 150	9, 050	29, 200
Annual benefits: Recreational craft.....			94, 000

Benefit-cost ratio.—3.2.

Local cooperation.—Contribute in cash 50 percent of the first cost of construction presently estimated at \$239,000; provide lands, easements, rights-of-way, and spoil-disposal areas; hold and save the United States free from damages, including erosion of the shore attributable to the project works; maintain an adequate landing or wharf with suitable servicing facilities, open to all on equal terms; provide and maintain access roads, parking areas, and other facilities; reserve the material in the bay shoal for beach fill purposes. Local interests are believed able and willing to comply with the recommended requirements of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Does not object to the proposed improvement, but requested revision of the Chief of Engineers' report to provide for the installation of walkways on the jetties as an additional cost to the project.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The existing inlet works are badly deteriorated, and the committee believes that without repair and rehabilitation these works, consisting of jetties and bulkheads, would eventually fail and navigation through the inlet would not be possible. The proposed improvements will provide access from the ocean to Biscayne Bay, and there are no alternative accesses in the vicinity. Most of the traffic moving through the inlet consists of commercial and sport fishing boats. The committee notes the favorable benefit-cost ratio. It is of the opinion that construction of walkways on the reconstructed jetties for use of hand fishermen is a recreational measure that is the responsibility of local interests. The recommended local cooperation consists of a cash contribution of 50 percent of the construction costs, as well as lands, easements, and other requirements in accordance with normal procedure for similar projects.

PALM BEACH HARBOR, FLA.

(H. Doc. 283, 86th Cong.)

Location.—Palm Beach Harbor is on the Atlantic coast 47 miles north of Port Everglades and 71 miles north of Miami. Nearby communities are Palm Beach shores and Palm Beach on the barrier, and Riviera Beach and West Palm Beach on the mainland.

Report authorized by.—Resolutions of Senate Public Works Committee adopted May 27, 1952, and House Public Works Committee adopted June 7, 1952.

Existing project.—The existing Federal project for Palm Beach Harbor, provides for maintaining, deepening, and enlarging improvements by local interests consisting of a channel 25 feet deep by 300 feet wide over the ocean bar, thence 200 feet across Lake Worth, widening to form a turning basin of the same depth at the terminal facilities of the port of Palm Beach; for removing the obstructive point on the south side of the inlet; for revetting the banks of the inlet; and for restoring the existing jetties. This project was completed in July 1950.

Navigation problem.—Difficulties arise from the narrowness of the channel. Insufficient depth causes delays for favorable tides and need for light loading. Greater depth is needed for deep-draft vessels to permit transportation savings.

Recommended plan of improvements.—Provides for modification of the existing project consisting of an entrance channel 35 feet deep, 400 feet wide, and 0.8 mile long and an inner channel 33 feet deep, 300 feet wide, and 0.3 mile long, thence flaring into an enlarged turning basin, 33 feet deep, 1,400 feet north-south along the side next to the berthing area by a minimum of 1,210 feet east-west. Disposal of spoil shall be done so as to facilitate beach erosion control without increasing Federal cost.

Estimated cost (price level July 1958).—

Federal.....	\$4, 980, 000
Non-Federal.....	504, 000
Total.....	5, 484, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$182, 700	\$18, 000	\$200, 700
Maintenance.....	0	0	0
Maintenance of navigational aids.....	300	0	300
Total.....	183, 000	18, 000	201, 000
Annual benefits:			
Transportation savings on movement of petroleum products and dry cargo (lumber, steel, cement and other).....			206, 900
Reduction in vessel damage.....			50, 000
Spoil salvage.....			23, 700
Land enhancement.....			1, 800
Subtotal.....			282, 400
Less: Increase in tidal flood damage.....			6, 100
Total.....			276, 300

Benefit-cost ratio.—1.4.

Local cooperation.—Local interests shall agree to: (a) contribute in cash 8.9 percent of the cost of construction, presently estimated at \$486,000 to be paid either in a lump sum prior to construction or in installments prior to pertinent work items; (b) provide lands, easements, rights-of-way, and suitable spoil-disposal areas and dikes; (c) hold and save, including loss from any increase in storm tide damages; (d) provide and maintain adequate terminal facilities; (e) provide or arrange, prior to construction, for the operation of additional tank-storage capacity, adequate for the receipt of the full cargo of a seagoing tanker, by others than the present single receiver of tanker deliveries; (f) dredge and maintain slip 2 to a depth conformable to that of the turning basin; (g) accomplish alterations to utility facilities including the sand-transfer pipeline across the entrance channel; and (h) provide an access easement to the south jetty and revetment. Local interests have stated that they are able and willing to furnish the required local cooperation.

Comments of State and Federal agencies—

Department of the Interior: Favorable.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee is cognizant of the rapid increase in commerce through Lake Worth Inlet during recent years, especially in petroleum products. Deeper channels are needed to accommodate modern sea-going tankers to permit full loading and longer hauls, and eliminate use of lighters. The project is well justified, and the local contribution for land enhancement and spoil salvage appears equitable. The committee was impressed by the fixed sand bypassing plant at this project, which passes the normal littoral drift of sand from above the north jetty under the channel to the south side where it is distributed along the beach.

MIAMI HARBOR, FLA.

(S. Doc. 71, 85th Cong., 2d sess.)

Location.—Miami Harbor is in Biscayne Bay, a shallow, salt-water sound on the Atlantic coast near the southern end of the Florida Peninsula.

Authority.—Senate Committee on Commerce resolution adopted July 10, 1945.

Existing project.—Channel 30 feet deep and 500 feet in the ocean to the outer end of north jetty, thence 300 feet wide through the entrance cut and across Biscayne Bay to and including a turning basin 1,400 feet long and 1,350 feet wide on the westerly side of Biscayne Bay in front of the municipal terminals at Miami; jetties at the entrance and revetments at the entrance cut; improvements at Virginia and Dinner Keys, and minor channels not pertinent to this report.

Plan of recommended improvement.—Easing bend of channel in the ocean and widening the 300-foot section to 400 feet; enlarging present turning basin by 300 feet on the south and 300 feet on the northeast; irregular basin 30 feet deep along north side of Fisher Island, 900 feet wide and 1,900 feet long; abandonment of authorized features at Virginia Key and Dinner Key no longer necessary.

Estimated cost (price level February 1957).—

Federal.....	\$3, 818, 000
Non-Federal.....	2, 116, 000
Total.....	5, 934, 000

Local cooperation.—Furnish lands, easements, and spoil-disposal areas (adequately diked or bulkheaded); hold and have the United States free from damages; provide adequate terminal and transfer facilities open to all on equal terms; make necessary alterations and relocations; contribute in cash 21.6 percent (\$1,051,000) toward the first cost of Federal dredging, because of land enhancement. Local interests are willing to comply with requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$137, 300	\$74, 600	\$211, 900
Maintenance.....	39, 700	0	39, 700
Total.....	177, 000	74, 600	251, 600
Annual benefits:			
Reduction of delays and damages.....			357, 000
Land enhancement.....			153, 000
Total.....			510, 000
Benefit-cost ratio.....			2.03

Comments of State and Federal agencies.—

Department of the Interior: Makes several comments but does not object to report.

State of Florida: The Governor states that the interest of the State as a whole is not directly involved and does not object from that standpoint.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proponents of this project indicate a desperate need for an adequate port facility in the Miami area and highly endorse the plan recommended by the Chief of Engineers. Opponents of the project, principally property owners on Palm Island, Hibiscus Island, and Star Island, and the city of Miami Beach, object to the improvement. Present port facilities of Miami are inadequate for present and prospective commerce. It is felt that there is a definite need for the improvement and that its construction will ultimately benefit all of the people.

LITTLE PASS, CLEARWATER BAY, FLA.

(H. Doc. 293, 86th Cong.)

Location.—Little Pass, on the gulf coast of Florida, connects Clearwater Bay with the Gulf of Mexico about 25 miles north of Tampa Bay and 14 miles south of Anclote River.

Report authorized by.—River and Harbor Act approved March 2, 1945.

Existing project.—There is no existing Federal project for Little Pass. A Federal project, not as yet constructed, provides for a channel 9 feet deep and 100 feet wide in the Intracoastal Waterway,

which extends from Caloosahatchee River to Anclote River and passes through Clearwater Bay.

Navigation problem.—Inadequate depths over the seaward bar is the principal problem; additional depth in channels in Clearwater Bay is also needed in order to use the pass channel.

Recommended plan of improvement.—Improvements to provide (a) a channel 10 feet deep and 150 feet wide from deep water in the Gulf of Mexico through Little Pass to the site of a proposed drawbridge across the pass, thence 8 feet deep and 100 feet wide eastward to the authorized Intracoastal Waterway; and (b) a side channel 8 feet deep and 100 feet wide from the inner channel northward to the Clearwater Island marina, with a turning basin at the marina 8 feet deep, 100 to 450 feet wide, and 850 feet long.

Estimated cost (price level July 1958).—

Federal.....	\$104, 000
Non-Federal.....	96, 000
Total.....	200, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$5, 600	\$3, 400	\$9, 000
Maintenance.....	57, 500	0	57, 500
Maintenance of navigation aids.....	500	0	500
Total.....	63, 600	3, 400	67, 000
Annual benefits:			
Recreational craft.....			103, 800
Commercial craft.....			3, 500
Total.....			107, 300

Benefit-cost ratio.—1.6.

Local cooperation.—Prior to construction, local interests shall agree to (a) contribute in cash 48 percent of the first cost of construction, a contribution presently estimated at \$96,000; (b) provide without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas; (c) hold and save the United States free from damages, including erosion of the shore, that may be attributable to construction and maintenance of the project works; (d) maintain at local expense necessary mooring facilities; (e) provide and maintain a 25-foot-wide berthing strip between the turning basin and the terminals; and (f) pay any excess cost of depositing dredged material in areas other than those selected by the district engineer for economical spoil disposal, should such deposition be desired by local interests. Local interests have indicated their willingness and ability to meet the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Has no objection.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee was advised that there are about 650 recreation and fishing boats in the area. Commerce in 1958 consisted of about 1,500 tons of fish, but most of the traffic is recreational. Depths in the channel are inadequate for the present traffic, and a

turning basin is needed. The committee further notes the favorable economic ratio and that the allocation of costs between the Federal Government and local interests is in accordance with normal procedures for projects of this kind where the principal benefits are to recreational boating.

ST. MARKS RIVER, FLA.

(H.Doc. 224, 86th Cong.)

Location.—St. Marks River rises in Leon County, Fla., about 14 miles southeast of Tallahassee and flows southerly for a distance of 17 miles, emptying into Apalachee Bay; an arm of the Gulf of Mexico, about 90 miles east of Panama City, Fla.

Report authorized by.—House Public Works Committee resolution adopted April 9, 1957.

Existing project.—The existing Federal project for St. Marks River provides for a channel 10 feet deep and 100 feet wide at mean low water, on suitable alinement and with greater width where necessary at bends, extending from the 10-foot contour in Apalachee Bay about 10 miles to a turning basin of the same depth and 200 feet square at the town of St. Marks. The project also provides for the removal of snags and similar obstructions from the present channel between St. Marks and Newport. Local interests, in addition to furnishing rights-of-way and spoil-disposal areas, have built several terminals, boatsheds, and a marine ways.

Navigation problem.—The depth, width and maneuvering clearances at the numerous sharp bends in the channel are inadequate for the safe navigation of the typical tows using the project.

Recommended plan of improvement.—Modification of existing project to provide for (a) a channel 12 feet deep and 125 feet wide, widened at the bends, from that depth in Apalachee Bay to the turning basin at the town of St. Marks, generally along the alinement of the existing channel; (b) a turning basin at St. Marks 12 feet deep and 300 feet square; and (c) a channel 12 feet deep and 100 feet wide, extending approximately 3,400 feet upstream from the turning basin.

Estimated cost (price level February 1959).—Federal, \$1,711,000.

Project economics.—

Annual charges:	<i>Federal</i>
Interest and amortization.....	\$61, 000
Additional maintenance and dredging cost.....	2, 000
Total.....	<u>63, 000</u>
Annual benefits:	
Elimination of vessel delays.....	11, 000
Increased loading of barges.....	113, 000
Reduction of damages.....	15, 000
Total.....	<u>139, 000</u>

Benefit-cost ratio.—2.2.

Local cooperation.—Furnish without cost to the United States all lands, easements, rights-of-ways, and suitable spoil-disposal areas for initial work and subsequent maintenance, when and as required; and hold and save the United States free from damages due to construction and maintenance of the project. Local interests have expressed willingness and ability to comply with the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Has no objection.

State of Florida: Endorses the project.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*The committee was advised of the rapid increase in waterborne commerce in St. Marks River over the past 10 years, and that existing channels are inadequate to accommodate the present volume of traffic. The recommended improvements will eliminate vessel delays, permit negotiation of the sharp bends in the channel, reduce damage to vessels, permit increased loading of barges, and provide a needed turning basin. The project has a very favorable benefit-cost ratio.

PASCAGOULA HARBOR, MISS.

(H. Doc. 98, 86th Cong.)

*Location.—*On Mississippi Sound, in Jackson County, Miss., 32 miles west of the entrance to Mobile Bay, Ala.

*Report authorized by.—*House Public Works Committee resolution, August 16, 1950; Senate Public Works Committee resolution, June 10, 1957.

*Existing project.—*A channel 25 feet deep and 300 feet wide across the outer bar at Horn Island Pass, thence 22 feet deep and 225 feet wide across Mississippi Sound and up Pascagoula River to Louisville & Nashville Railroad bridge, thence 22 feet deep and 150 feet wide up Pascagoula and Dog Rivers to Highway 63 bridge over Dog River, thence 12 feet deep and 125 feet wide, via a cutoff channel through Robertson and Bounds Lakes to mile 4 on Dog River. The River and Harbor Act approved September 3, 1954, authorized modification of the existing project in accordance with plans on file in the Office, Chief of Engineers.

*Plan of recommended improvement.—*Improvement of the Pascagoula Harbor ship channel from the Gulf of Mexico to the Louisville & Nashville Railroad bridge, generally as authorized by the River and Harbor Act of 1954, to provide a channel 35 feet deep and 325 feet wide through Horn Island Pass, thence 30 feet deep and 275 feet wide through Mississippi Sound and up the Pascagoula River to the railroad bridge, and a turning basin with a depth of 30 feet, 950 feet wide, and 2,000 feet long on the west side of the channel below the railroad bridge; maintenance of the existing Bayou Casotte channel and basin to 30-foot depth and 225 width from the Pascagoula Harbor ship channel in Mississippi Sound to the mouth of Bayou Casotte, a distance of 3 miles; a 30-foot depth and 300 foot width in the inner channel for a distance of 1 mile; a depth of 30 feet, width of 1,000 feet and length of 1,750 in the turning basin; and maintenance of the existing channel in Dog River, from the upper limit of the Federal project at mile 4 to the vicinity of mile 6, to a depth of 12 feet and width of 125 feet.

Estimated cost.—

Project document	Federal	Non-Federal	Total
Pascagoula channel.....	\$1, 189, 000	0	\$1, 189, 000
Bayou Casotte.....	(¹)	(²) 2, 000, 000	2, 000, 000
Dog River channel.....	(³)	0	0

¹ Aids to navigation will cost \$15,100. Maintenance only.

² Sum has already been expended.

³ Maintenance only.

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil-disposal areas; provide suitable public terminal facilities, open to all on equal terms, and maintain adequate depths for navigation adjacent thereto; hold and save.

Project economics.—

Annual charges:	Project document
Pascagoula channel.....	\$197, 000
Bayou Casotte.....	155, 000
Dog River channel.....	1, 000
Annual benefits:	
Pascagoula channel.....	355, 000
Bayou Casotte.....	1, 004, 000
Dog River channel.....	3, 200
Benefit-cost ratio:	
Pascagoula channel.....	1. 8
Bayou Casotte.....	6. 5
Dog River channel.....	3. 2

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the report of the Chief of Engineers, House Document No. 98, 86th Congress, is the supporting document for the improvements authorized in the River and Harbor Act of 1954. In addition to the Pascagoula channel which was previously authorized, the Chief of Engineers recommended maintenance by the Federal Government of the Bayou Casotte and Dog River channels which have been improved by local interests. It is noted that local interests have expended about \$2 million in the improvement of the Bayou Casotte channel and \$63,000 on the Dog River channel, and the committee considers it a savings to the Federal Government in accepting these channels for maintenance. The committee accordingly, included language in the bill authorizing Federal maintenance of the projects.

BILOXI HARBOR, MISS.

(H. Doc. 271, 86th Cong.)

Location.—Biloxi Harbor, Miss., is on Mississippi Sound, an arm of the Gulf of Mexico, about 45 miles west of Mobile Bay, Ala. The city is on a peninsula bounded by Mississippi Sound on the south, Biloxi Bay on the east, and Back Bay of Biloxi on the north.

Report authorized by.—Resolutions of Senate and House Public Works Committees adopted March 31, 1956, and June 27, 1956, respectively.

Existing project.—Among other features, the project provides for a channel west of Deer Island, 10 feet deep and 150 feet wide from that

depth in Mississippi Sound to the south waterfront of Biloxi, thence north of Deer Island and around the eastern end of the peninsula to deep water in Back Bay of Biloxi and an entrance channel 8 feet deep and 100 feet wide through Cranes Neck into Bayou Bernard. The channel into Biloxi from Mississippi Sound affords connection with the Gulf Intracoastal Waterway, 12 feet deep and 150 feet wide, which traverses the sound.

Navigation problem.—The channel through Cranes Neck is crooked and of insufficient depth to permit full loading of petroleum barges. The boatbuilding industries located on Back Bay and on Bayou Bernard need increased channel depths to float the new vessels when completely outfitted.

Recommended plan of improvement.—Modification of the existing project for Biloxi Harbor, Miss., to provide for a continuous channel about 23 miles long from Mississippi Sound, generally along the alinement of the existing dredged and natural channels, 12 feet deep and 150 feet wide from Mississippi Sound to the 12-foot depth in Back Bay, thence 12 feet deep and 100 feet wide in Back Bay, Cranes Neck, and Bayou Bernard to the Air Force Oil Terminal, about mile 2.6; and widening or easing of sharp bends.

Estimated cost (price level April 1958).—

Federal.....	\$326, 000
Non-Federal.....	0
Total.....	326, 000

Project economics.—

Annual charges:	
Interest and amortization.....	\$12, 000
Maintenance dredging.....	23, 000
Maintenance of navigation aids.....	800
Total.....	35, 800
Annual benefits:	
Petroleum commerce savings.....	39, 900
Boatbuilding industry savings.....	3, 600
Total.....	43, 500

Benefit-cost ratio.—1.2.

Local cooperation.—Requires that local interests agree to: (a) furnish without cost to the United States all lands, easements, rights-of-way, and suitable spoil-disposal areas for initial work and subsequent maintenance, when and as required; and (b) hold and save the United States free from damages, including damages to oyster beds, due to construction and maintenance of the project. Local interests have indicated their ability and willingness to furnish cooperation.

Comments of State and Federal agencies.—

Department of Interior: No objection.

State of Mississippi: Favors construction.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvements with increased project depths will permit full loading of petroleum barges, and easier navigation around the bends in the channel, and will facilitate the boatbuilding industries in floating their new boats and delivering them to desired locations. The resulting savings are well in excess of the costs.

BAYOU LAFOURCHE AND LAFOURCHE-JUMP WATERWAY, LA.

H. Doc. 112, 86th Cong.

Location.—Bayou Lafourche, a former distributary of the Mississippi River extends in a southerly direction from the Mississippi River at Donaldsonville 107 miles to the Gulf of Mexico at Belle Pass. “The Jump” is an opening in the right bank of the Mississippi River about 9 miles above the Head of Passes.

Authority.—House Committee on Rivers and Harbors resolution, November 13, 1946; River and Harbor Act approved March 2, 1945; and Flood Control Act approved December 22, 1944.

Existing project.—Permanent closure of the head of Bayou Lafourche without a lock; a channel 6 feet deep and 60 feet wide from Napoleonville to the Intracoastal Waterway at Lockport, and a channel of same dimensions from the Intracoastal Waterway at Larose to the Gulf of Mexico via Belle Pass; closure of Pass Fourchon and a jettied entrance at mouth of Belle Pass. Bayou Lafourche between Lockport and Larose has been improved, as part of the Intracoastal Waterway, to provide a 9 by 100 foot channel.

Recommended plan of improvement.—An auxiliary channel, 12 feet deep and 125 feet wide, from the Intracoastal Waterway at mile 37 west of Harvey lock, generally parallel to and west of Bayou Lafourche along Grand Bayou Blue, to Bayou Lafourche below the highway bridge at Lecville at mile 12, thence in the bayou to the 12-foot depth in the Gulf of Mexico; dredging a channel 9 feet deep and 100 feet wide in Bayou Lafourche from Lecville to the vicinity of Golden Meadow; extending the existing jetties at Belle Pass from 6-foot to 12-foot depth, if found advisable; dredging a channel 12 feet deep and 125 feet wide from Bayou Lafourche at Lecville,easterly through Southwest Louisiana Canal to and through Bayou Rigaud.

Estimated cost (price level December 1956).—

Federal.....	\$4, 664, 000
Non-Federal.....	1, 343, 000
Total.....	6, 007, 000

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil-disposal areas; make necessary alterations to pipelines and other facilities; dredge and maintain a connecting channel 12 by 125 feet from Golden Meadow to the auxiliary channel; construct, maintain, and operate a pontoon bridge across the auxiliary channel; hold and save the United States free from damages. Local interests have indicated that they will meet the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$165,000	\$47,400	\$212,400
Operation and maintenance.....	69,600	30,000	99,600
Total.....	234,600	77,400	312,000
Annual benefits:			
Savings in transportation of petroleum, sulfur and equipment and supplies.....			353,600
Harbor of refuge.....			3,500
Reduced operating costs for fishing fleet.....			87,700
Total.....			444,800

Benefit-cost ratio.—1.4.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed auxiliary channel and increase in project depths will permit use of modern waterway equipment with resulting savings well in excess of the costs.

BAYOUS PETIT ANSE, TIGRE, AND CARLIN, LA.

(S. Doc. 70, 85th Cong., 2d sess.)

Location.—Bayous Petit Anse, Tigre, and Carlin are in the coastal area of south Louisiana just north of Vermillion Bay.

Authority.—Senate Public Works Committee resolution adopted March 24, 1954.

Existing project.—Provides for channel 9 feet deep and 80 feet wide in Bayou Petit Anse from the Gulf Intracoastal Waterway to the north end of Avery Island, a distance of about 6 miles; channel 9 feet deep and 80 feet wide in Bayou Carlin from its mouth at Bayou Petit Anse to Lake Peigneur, a distance of about 7.6 miles; channel 5 feet deep and 40 feet wide in Avery Canal from the Gulf Intracoastal Waterway to Vermillion Bay; protection at Federal expense of the piers of a railroad bridge over Bayou Carlin at Delcambre, La., made necessary by the channel in Bayou Carlin.

Recommended plan of improvement.—Channel in Avery Canal 7 feet deep and 60 feet wide; a mooring area along the right bank of Bayou Carlin below the south edge of Delcambre 9 feet deep, about 1,300 feet long with a width varying from about 200 feet at the upstream end to 125 feet at the downstream end.

Estimated cost (price level November 1956).—

	Federal	Non-Federal	Total
Avery Canal.....	\$41, 000	0	\$41, 000
Mooring area.....	65, 000	\$42, 000	107, 000
Total.....	106, 000	42, 000	148, 000

Project economies.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$128, 000	0	\$128, 000
Operation and maintenance.....	165, 000	0	165, 000
Total.....	293, 000	0	293, 000
Annual benefits:			
Increased seafood catch.....			102, 000
Savings operating costs (fishing vessels and offshore oil operations).....			188, 000
Reduced hazards to small craft.....			22, 000
Savings in transportation of tropical fruit.....			4, 000
Total.....			316, 000

Benefit-cost ratio.—1.1

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil disposal areas; hold and save the United States free from damages; provide necessary mooring facilities and an access roadway; make all necessary alterations to buildings and utilities; establish a competent and properly constituted public body empowered to regulate the use and development of the mooring area open to all on equal terms; maintain and operate the mooring area and its facilities, including maintenance dredging between the realigned channel and the mooring facilities. The Town Council of Delcambre agreed to provide the necessary local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Avery Canal:			
Annual charges:			
Interest and amortization.....	\$1,440	0	\$1,440
Operation and maintenance.....	10,000	0	10,000
Total.....	11,440	0	11,440
Annual benefits:			
Reduction in vessel damages.....			15,000
Reduction in delays.....			11,300
Total.....			26,300

Benefit-cost ratio.—2.3.

	Federal	Non-Federal	Total
Mooring area:			
Annual charges:			
Interest and amortization.....	\$2,300	\$1,430	\$1,440
Operation and maintenance.....	0	5,700	5,700
Total.....	2,300	7,130	9,430
Annual benefits: Reduction in travel time.....			20,000

Benefit-cost ratio.—2.1.

Comment of the Bureau of the Budget.—No objection.

Remarks.—The proposed mooring area below Delcambre will relieve the serious congestion of fishing and shrimp boats seeking refuge during rough weather in the gulf. Enlargement of Avery Canal will decrease damages and delays to vessels. The requirement that local interests maintain the mooring area because of local benefits is considered equitable.

FRESHWATER BAYOU, LA.

Location.—The proposed Freshwater Bayou navigation route located in southern Louisiana in Vermillion Parish would extend northward from the Gulf of Mexico, traversing this bayou, Belle Isle Canal, Sixmile Canal and Schooner Bayou cutoff to provide a connection with the Gulf Intracoastal Waterway.

Report authorized by.—In partial response to River and Harbor Act approved March 2, 1945, and Flood Control Act approved December 22, 1944, for study of all streams in southwestern Louisiana west of the West Atchafalaya Basin protection levee and south of the latitude of Boyce for flood control, rice irrigation, navigation, pollution, salt

water intrusion and drainage. This report, prepared as a result of the preliminary examination, pertains to a connecting navigation waterway between the Gulf of Mexico and the Gulf Intracoastal Waterway in the general vicinity of Freshwater Bayou and Southwest Pass of Vermillion Bay.

Navigation problem.—The gulf shore from the mouth of the Atchafalaya River to the mouth of the Calcasieu River, a distance of about 125 miles, has no authorized Federal navigation connection with the Gulf Intracoastal Waterway of sufficient depth to accommodate the vessels used in the offshore oil development.

Recommended plan of improvement.—Improvement of Freshwater Bayou is recommended to provide for a channel 12 feet deep and 125 feet wide from the Gulf Intracoastal Waterway to the 12-foot contour in the Gulf of Mexico, a lock 56 feet wide and 600 feet long near the gulf to prevent salt water intrusion and levees and jetties from the lock guide walls at the shoreline to the 6-foot contour in the gulf. The improvement is planned primarily to accommodate barge traffic for offshore oil development.

Estimated cost (price levels March 1958).—

Federal.....	\$7, 485, 000
Non-Federal.....	175, 000
Total.....	7, 660, 000

Project economics (price levels, March 1958).—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$266, 000	\$6, 000	\$272, 000
Maintenance.....	180, 000		180, 000
Aids to navigation.....	3, 000		3, 000
Total.....	449, 000	6, 000	455, 000
Annual benefits:			
Transportation savings to offshore oil development.....			516, 000
Harbor of refuge.....			13, 000
Savings in operation of shrimp boats.....			103, 000
Total.....			632, 000

Benefit-cost ratio.—1.4.

Local cooperation.—Local interests shall agree to furnish all lands, easements, rights-of-way, and suitable spoil-disposal areas; alter pipelines, cables, and other utilities; and hold and save. Local interests have agreed to comply with all terms of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Opposes construction with present recommended alignment and request that authorization be sufficiently broad to permit any alteration in the project on behalf of fish and wildlife conservation.

Department of Agriculture: No objection.

State of Louisiana: Favorable.

Remarks.—The committee is aware of the 125 miles of the gulf coast which has no navigation connection with the Gulf Intracoastal Waterway of sufficient depth to accommodate the vessels used in the offshore oil development. This area is rich in natural resources, and is well developed industrially. Sugarcane, rice, hot peppers, and cattle are

grown in the area. Furs, shrimp, and oysters are caught in this region, which also contains some of the largest salt mines in the country, and contains many oil and gas deposits, both land and offshore. The proposed improvements would serve and service an area of 4,500 square miles of offshore tidelands area, which development at the present time includes 102 oil and gas fields, where an estimated 4,000 oil wells will be drilled in the future. Storms and squalls in the area, especially on shallow Vermilion Bay, require the large shrimp and oyster fleets to proceed to Calcasieu Pass, Camerons or Morgan City for safety, and return to their home port about 100 miles out of the way. The proposed channel will also afford an outlet for the Navy and Coast Guard operating in the area, where considerable shipping tonnage and a large number of lives were lost during the last year. The committee notes the favorable economic ratio of this project, and believes that it will return large dividends to the people of the area, the State and the Federal Government.

CALCASIEU RIVER AND PASS, LA.

Location.—The Calcasieu River rises in Vernon Parish, La., and follows a southerly course for a distance of 215 miles to enter the Gulf of Mexico through Calcasieu Pass, about 240 miles west of the Southwest Pass of the Mississippi River. The port city of Lake Charles and surrounding industrial area are located between mile 23 and mile 34 measured from the Gulf of Mexico.

Report authorized by.—Resolutions of Senate Public Works Committee adopted June 4, 1956, and House Public Works Committee adopted June 27, 1956.

Existing project.—The existing deep-water navigation project for Calcasieu River and Pass provides for a channel 35 feet deep by 250 feet wide to Lake Charles Harbor with jetties authorized to the 15-foot contour and an approach channel in the gulf, 37 feet deep and 400 feet wide. The existing project also provides for clearing and snagging the channel from Lake Charles (mile 34.0) to Phillips Bluff (mile 85.9). The Gulf Intracoastal Waterway crosses the Calcasieu River above Calcasieu Lake.

Navigation problem.—The larger tankers in the world fleet require a deeper and wider channel than is now provided in Calcasieu River and Pass. Extension of the deep water channel is needed to serve existing facilities and to provide for additional terminal facilities. There are a considerable number of vessels and barges which are handicapped and damaged by shoaling at Cameron.

Recommended plan of improvement.—Modification of existing project provides (a) enlargement and deepening of the existing Calcasieu River and Pass Channel to provide an approach channel in the gulf 42 feet deep by 800 feet wide, a jetty channel sloping from 42 feet at the gulf end to 40 feet inshore by 400 feet wide and a channel 40 feet deep by 400 feet wide to Lake Charles; deepening of the existing turning basin near mile 30.0 to 40 feet; and a mooring basin near mile 3.0, 350 feet wide, 2,000 feet long and 40 feet deep; (b) extension of the existing ship channel from Lake Charles wharves to U.S. Highway No. 90, 35 feet deep and 250 feet wide, with a turning basin of the same depth 750 by 1,000 feet, at the upstream end; and (c) maintenance of the existing 12 by 200-foot side channel to Cameron, La.

Project economics (price levels January 1960).—

	40- by 400-foot channel from gulf	35- by 250-foot extension	Maintain 12- by 200-foot channel to Cameron
First costs:			
Federal ¹	\$16, 440, 000	\$552, 000	0
Non-Federal.....	4, 631, 000	0	0
Total.....	21, 071, 000	552, 000	0
Annual charges:			
Interest and amortization.....	749, 000	20, 000	0
Additional maintenance dredging ²	445, 000	55, 000	\$15, 000
Aids to navigation.....	7, 500	0	0
Total.....	1, 201, 500	75, 000	15, 000
Annual benefits:			
Transport savings.....	932, 000	167, 500	0
Elimination of delays and vessel damage.....	435, 000	0	50, 000
Total.....	1, 467, 000	167, 500	50, 000
Benefit-cost ratio.....	1. 2	2. 2	3. 3

¹ Does not include \$156,000 for navigation aids.² All maintenance to be accomplished by United States.

Local cooperation.—Local interests shall agree to provide all lands and easements and rights-of-way; make alterations to pipelines, cables, and wharves necessary; and hold and save the United States free from damage. Local interests have indicated their willingness and ability to provide the local cooperation.

Comments of State and other Federal agencies.—State of Louisiana: Favorable.

Remarks.—The city of Lake Charles is the location for several major oil refineries, chemical processing industries and other major industrial developments. A 40-foot channel is needed in order that the ocean-going tankers can reach the port and continue communication with the other great ports of our Nation, and with foreign ports. Commerce in the port is increasing, as is the population of the area, and the committee believes that the strategic and defense value of this improvement justifies provision of a deeper channel to Lake Charles.

TEXAS CITY CHANNEL, TEX.

Location.—The Texas City Channel is a deepwater navigation facility extending in a northwesterly direction about 6.5 miles from the Bolivar Roads anchorage across the southwestern part of Galveston Bay to Texas City located on the western shore of the bay about 8 miles northwest of the city of Galveston.

Report authorized by.—Resolution, House Committee on Public Works, adopted April 21, 1950.

Existing project.—The authorized Federal project provides for a channel 400 feet wide and 36 feet deep at mean low water from deepwater in Galveston Bay to the turning basin at Texas City, a distance of about 6½ miles; a turning basin 36 feet deep, 1,000 feet wide, and 4,253 feet long; and a pile and clay dike 28,200 feet long alongside a rubble-mound dike 27,600 feet long north of the channel. Completion of the project except the southerly 1,000 feet of the turning basin, which is awaiting local cooperation, is scheduled for March 1960.

Navigation problem.—The channel connects in Bolivar Roads with the Galveston Harbor Channel and Houston ship channel, both authorized for a minimum depth of 40 feet. Local interests claim that widening and easing of bends, and deepening the channel and turning basin are necessary to relieve existing hazards and provide for safe use by supertankers. Local interests also believe that the industrial barge canal, which is open to public development and use, should be incorporated into the Federal project and enlarged to adequately serve existing and prospective commerce.

Recommended plan of improvement.—The proposed plan consists of deepening the channel and turning basin to 40 feet, and widening the approach to the turning basin. Also the plan incorporates the industrial barge canal into the Federal project and provides for widening it by 45 feet to the barge turning basin. In addition, it provides that the present requirement that local interests construct a common-carrier oil terminal on the authorized 1,000-foot extension to the turning basin be revoked.

Estimate cost (price level of June 1959).—

	Deep-draft channel	Industrial barge canal	Total
Federal.....	\$1, 483, 000	\$122, 000	\$1, 605, 000
Non-Federal.....	0	55, 000	55, 000
Total.....	1, 483, 000	177, 000	1, 660, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Deep-draft channel:			
Interest and amortization.....	\$53, 000	0	\$53, 000
Maintenance and operation.....	12, 000	0	12, 000
Total.....	65, 000	0	65, 000
Industrial barge canal:			
Interest and amortization.....	4, 300	\$3, 000	7, 300
Maintenance and operation.....	¹ 2, 700	0	2, 700
Total.....	7, 000	3, 000	10, 000
Annual benefits:			
Deep-draft channel:			
Transportation savings.....			288, 000
Reduction in hazards.....			15, 000
Total.....			303, 000
Industrial barge canal: Reduction in hazards.....			12, 000
Total.....			12, 000

¹ Exclusive of \$5,000 annual maintenance on existing local project to be assumed by Federal Government.

² Includes \$700 maintenance of navigation aids.

Benefit-cost ratio.—Deep-draft channel, 4.7; industrial barge canal, 1.2.

Local cooperation.—Furnish without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas; make alterations to existing improvements; and hold and save the United States

free from damages due to construction and maintenance of the project.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of Texas: Favorable.

Remarks.—The committee realizes that the presently authorized 36-foot channel to Texas City connects with the authorized 40-foot Galveston Harbor channel and Houston ship channel. Deepening the channel and turning basin and widening and easing the bends, to eliminate existing hazards and permit safe use by modern oil tankers is believed necessary. Widening the industrial barge canal and its incorporation into the Federal project for maintenance is considered proper and justified since it is open to public development and use for general navigation. Modification of the requirements of local cooperation to eliminate the provision that local interests construct a common-carrier oil terminal on the authorized extension of the turning basin is believed advisable, as oil terminal facilities have already been constructed on the portion of the turning basin completed, and other types of development have been proposed for the remaining portion if the restrictions are removed. The committee notes the extremely high benefit to cost ratio of the deep-draft channel, and believes that there is an urgent need for this improvement.

BRAZOS ISLAND HARBOR, TEX.

Location.—Brazos Island Harbor, Tex., is in the extreme southern part of the State. The 17-mile waterway provides a deep-water channel from the Gulf of Mexico to the ports of Brownsville and Port Isabel.

Report authorized by.—Resolution, House Committee on Public Works, adopted July 29, 1955.

Existing project.—The existing Federal project provides for a channel 38 feet deep and 300 feet wide from deep water through Brazos Santiago Pass, thence 36 feet deep and 200 feet wide across Laguna Madre to Port Isabel and Brownsville; a turning basin at Port Isabel, 36 feet deep, 200 to 1,000 feet wide, and 2,900 feet long and at Brownsville a turning basin extension 300 feet wide and 7,200 feet long and the turning basin 550 to 1,000 feet wide and 2,640 feet long; and parallel jetties, about 1 mile long, at the gulf entrance.

Navigation problems.—The existing Brownsville channel width permits only one-way traffic of deep-sea vessels and the existing depth is not adequate for operation of fully loaded tankers greater than 27,000 deadweight tons. Strong cross currents encountered at the entrance to the jetties during periods of strong north winds makes control of vessels very difficult.

Recommended plan of improvements.—The proposed plan provides for widening the Brownsville channel to 300 feet at the existing depth of 36 feet from the former Goose Island passing basin to the turning basin extension, 3.2 miles, thence widening the turning basin extension to 500 feet, 1.2 miles; deepening to 36 feet an area in the southeast corner of the turning basin, 350 feet wide and 1,900 feet long (dredged to 32 feet by local interests); maintenance of the two basins of the fishing harbor (constructed by local interests) and construction of a third basin 15 feet deep, 370 feet wide, and 1,470 feet long, with connecting channel 15 feet deep, 270 feet wide, and 450 feet long; extension

of the north jetty seaward 1,000 feet; and revocation of the authority for construction of a small-boat basin south of the Brownsville Channel.

Estimated cost (price level of December 1959).—

	Federal	Non-Federal	Total
Widen upper channel.....	\$1,701,000	\$10,000	\$1,711,000
Enlarge fishing harbor.....	382,000	4,000	386,000
Extend north jetty.....	2,298,000	0	2,298,000
Total.....	4,381,000	14,000	4,395,000

Project economics.—

	Widen upper channel	Enlarge fishing harbor	Extend north jetty
Annual charges:			
Federal.....	¹ \$61,000	² \$13,500	\$111,000
Non-Federal.....	1,000	500	0
Total.....	62,000	14,000	111,000
Annual benefits:			
Reduced hazards.....	30,000		55,000
Waiting time saved.....	43,000		89,000
Reduced operating cost.....		21,000	
Total.....	73,000	21,000	144,000
Benefit-cost ratio.....	1.2	1.5	1.3

¹ No additional maintenance required.

² \$1,000 maintenance, which includes \$500 maintenance on existing fishing harbor.

³ \$25,000 maintenance of jetty extension included.

Local cooperation.—Lands, easements, rights-of-way, and spoil disposal areas; hold and save; make alterations to existing improvements; provide suitable mooring facilities and utilities on the fishing harbor, including a public landing with supply facilities open to all on equal terms.

Remarks.—The committee believes this project well justified and worth while, providing large benefits to deep-draft commerce. In addition to the presently evaluated benefits, the committee considers that the improvement is further warranted by the probable future development of offshore oilfields which will require servicing by shore facilities. In the past, local interests have made extensive efforts to improve the harbor at their own expense.

OUACHITA AND BLACK RIVERS, ARK. AND LA.

Location.—Ouachita River rises in Polk County, Ark., and flows southeast to Jonesville, La., where it joins the Tensas and Little Rivers to form Black River. Thence the Black River flows generally south and empties into Red River.

Report authorized by.—Senate Public Works Committee resolution adopted August 10, 1957.

Existing project.—The existing depth of 6.5 feet at low water from the mouth of Black River to Camden has been accomplished by dredging and the construction of six dams with navigable passes and a single

lock, 55 feet wide and 268 feet long, at each site. The locks and dams were constructed during 1912-24. They are manually operated and in poor condition.

The River and Harbor Act of 1950 authorized a channel 9 feet deep and 100 feet wide from the mouth of Black River to Camden, Ark., by lengthening the six locks to usable lengths of 487 feet (overall lengths of 525 feet), lowering the lock floors by 2.5 feet, lowering the downstream lock sills, and rehabilitating the dams. Construction of this work has not commenced.

Navigation problem.—The existing 6.5-foot depth is insufficient for modern barge tows. The existing structures are in a deteriorated condition.

Recommended plan of improvement.—Modification of the existing projects for Red River below Fulton, Ark., and the Ouachita-Black Rivers below Camden, Ark., would provide a channel 9 feet deep and 100 feet wide in Red River between Old River and mile 31 and in the Black and Ouachita Rivers from the mouth of Black River to Camden by the construction of new locks 56 feet wide and 400 feet long and new dams at Jonesville and Columbia to replace 4 existing locks and dams; construction of new locks 56 feet wide and 400 feet long and the rehabilitation and raising of existing dams at locks and dams Nos. 6 and 8, redesignated as the Felsenthal and Calion locks and dams; channel rectification and cutoff; dredging; and contraction work.

Estimated cost.—

Federal.....	\$43, 550, 000
Non-Federal.....	1, 440, 000
Total.....	44, 990, 000

Project economics (price level May 1959).—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 633, 000	\$80, 000	\$1, 713, 000
Operation and maintenance and replacements.....	785, 000	0	785, 000
Total.....	2, 418, 000	80, 000	2, 498, 000
Annual benefits: Transportation savings.....			3, 363, 000

Benefit-cost ratio.—1.35.

Local cooperation.—Local interests shall agree to furnish lands, easements, and rights-of-way, including flowage rights in overflow areas, and suitable spoil-disposal areas; provide adequate terminal and transfer facilities; and hold and save; and provided further that authority for a 9-foot depth shall expire 5 years from date local interests are notified of the requirements of local cooperation. Local interests have expressed willingness to undertake local compliance with the provisions of local cooperation when such requirements are authorized by Congress.

Comments of State and Federal agencies.—

Department of the Interior: Suggests acquisition of additional land for fish and wildlife purposes.

Federal Power Commission: Favorable.

State of Arkansas: Favorable but request locks be increased to 600 feet long.

State of Louisiana: Same as Arkansas.

Remarks.—The committee held extensive hearings on this project. Opposition was expressed by the railroad interests, as to the necessity for modification of the existing project, and the overestimation of the prospective commerce that would use the completed waterway. The committee is aware that the existing 6.5-foot depth and the size of the locks is inadequate for modern barge tows, and that the locks are manually operated and in poor condition. Obviously, if traffic is to move on the Ouachita and Black Rivers, the navigation project must be modernized. Proponents of the project presented their estimates of the prospective commerce that would move over this waterway, into an area rich in natural resources, and fast developing industrially. The committee notes the favorable economic ratio of this project and believes that the recommended improvements, modifying the project authorized in 1950, which has not been completed, are economically justified. The River and Harbor Act of 1950 authorized a plan of improvement for the Ouachita River Basin consisting of a 9-foot navigation project below Camden, the DeGray multiple-purpose reservoir on Caddo River, the Murfreesboro flood-control reservoir on the Muddy Fork of Little Missouri River and levees, floodwalls, and channel improvements. The act authorized the appropriation of \$21,300,000 for partial accomplishment of the plan. It is planned to utilize that monetary authorization for construction of the flood-control and multiple-purpose features of the plan. The present estimated cost of the authorized navigation project is \$21,700,000, thus the cost of the modified project recommended herein exceeds the authorized project by \$23,290,000. The committee believes that full authorization of the modified navigation project is advisable. A modern 9-foot navigation channel on the Ouachita and Black Rivers would permit free interchange of the loaded barges and towboats on this project with the Mississippi River and the intracoastal systems. The size of the recommended locks, 56 feet wide and 400 feet long, is questioned, however, since many of the modern barges are 35 feet by 195 feet, which with a towboat would not permit the average tow to pass in a single lockage. The committee is of the opinion that prior to construction, the size of the proposed locks should be reviewed, in order that the project not be obsolete at the time of completion.

LOWER CUMBERLAND RIVER, KY.

The committee was informed by the Corps of Engineers of the desirability of having sufficient monetary authorization to complete the lower Cumberland River (Barkley Dam), Ky.

The Lower Cumberland River Dam, Ky., located on the Cumberland River, 30.6 miles above the mouth in Lyon and Livingston Counties, Ky., was authorized by the River and Harbor Act of 1954 with a partial monetary authorization of \$36 million. Congress, in May 1956, changed the name to Barkley Dam in honor of the late Vice President and Senator from Kentucky.

The project is now underway and closure of the dam is scheduled for early 1963. In order to proceed with the project in an economical manner it is necessary to award contracts for substantial features of construction. This cannot be done if sufficient monetary authorization is not available.

Authorization for completion of the project is desirable inasmuch as it is not part of any comprehensive plan and should be placed on the same basis as other individually authorized projects.

<i>Monetary summary</i>	
Total Federal cost of project.....	\$182, 000, 000
Available monetary authorization.....	36, 000, 000
Appropriations through fiscal year 1960.....	32, 700, 000
Remaining monetary authorization.....	3, 300, 000
Proposed funding, fiscal years 1960-63.....	89, 800, 000
Authorization shortage, 3-year period.....	-86, 500, 000
Additional authorization required to complete at this time..	146, 000, 000

The committee has accordingly included an item in the bill authorizing completion of this project.

The committee has included a provision in the bill which would authorize the Chief of Engineers to relocate the Illinois Central Railroad behind certain communities in Lyon County, Ky., and away from the shore of the reservoir in order that the relocated railroad not follow the existing main street of Kuttawa, a portion of which municipality is being relocated, and interfere with and disturb the remaining areas of the communities. The committee held hearings on this item, receiving testimony from local officials and others on the detrimental effects of the relocation as presently planned. It is believed that the small increased cost of a relocation away from the reservoir shore is highly desirable and is equitable and justified. The committee directed the Corps of Engineers to submit to it a report after consultation with appropriate officials of the State of Kentucky, and officials of Kuttawa, Eddyville, and Cadiz, Ky., concerning the necessity and estimated cost of water supply and sewage disposal plants, including the relocation sites and residual areas of those communities. The committee expects this report to be submitted by January 1, 1961.

ILLINOIS WATERWAY, ILL. AND IND.

(H. Doc. 31, 86th Cong.)

Location.—The Illinois Waterway provides a channel for barge navigation between the Mississippi River, 38 miles above St. Louis, and Lake Michigan at Chicago.

Report authorized by.—House Rivers and Harbors Committee resolution adopted March 16, 1943; Senate Public Works Committee resolution adopted March 24, 1956.

Existing project.—Provides for nine locks and six dams; navigation channel 9 feet deep in the Illinois and Des Plaines Rivers from the mouth of the Illinois River to Lockport, a distance of $291.1 \pm$ miles upstream extension and branch channels 9 feet deep in the Chicago Sanitary and Ship Canal, Chicago River, Calumet-Sag Channel, Little Calumet River, Calumet River, and Grand Calumet River; and appurtenant improvements including bridge changes. The project is complete except for construction of two locks, one on Calumet River

and the other on Grand Calumet River and improvements of the branch channel in the Grand Calumet River.

National problem.—Commerce on the Illinois River has increased since the improved waterway to Chicago was opened from about 1.7 million tons in 1935 to 21.4 million tons in 1955. Most of the traffic delays now occur at the locks because many tows require rearrangement to permit a single lockage and the larger tows must make a double lockage. The congestion at the locks resulting from these delays will be more critical as the traffic increases.

Recommended plan of improvement.—Modification of existing project to provide for construction of supplemental locks, 110 feet wide and 1,200 feet long, at the seven existing lock sites on the Illinois and Des Plaines Rivers. (The first two locks estimated to be needed by 1968 and the last three by 1977.)

Estimated cost (price level of January 1957).—All Federal, \$114,652,000.

Project economics.—

Annual charges.....	\$4, 594, 300
Annual benefits, all transportation savings.....	22, 320, 000

Benefit-cost ratio.—4.9

Local cooperation.—Provided that prior to construction local interests agree that they will assume title to, and maintain and operate the new bridge across the lower approach to the Brandon Road lock when the bridge is placed in service.

Comments of State and Federal agencies.—

Fish and Wildlife Service: No interest in project.

State of Illinois: Concurs in conclusions and recommendations.

Comments of the Bureau of the Budget.—Notes that commerce on the waterway has increased at a rapid rate since 1935; however, it states that a projection of the past rate of growth is by no means certain. The Bureau of the Budget does not question the economic justification, but considers authorization 10 to 19 years in advance of the need is premature and accordingly urges that the report be regarded only as a study of future need, and that the estimates on commerce and average tons per lockage be brought up to date in a future report to Congress in 5 years.

Remarks.—The committee held extensive hearings on this project. Opponents presented voluminous information on prospective future traffic that would move over the completed waterway. The committee has long pointed with pride to this project as an example of how traffic will develop over extensions of our inland waterway system. The existing project provides for a 9-foot navigation channel from the Mississippi River at Grafton, Ill., to Lake Michigan at Chicago, by use of seven locks 110 feet wide and 600 feet long, and by channel dredging. Commerce on this waterway has increased from 1.7 million tons in 1936 to 23.4 million tons in 1956. The commerce moves in large multiple-barge tows which require double locking through the existing locks. There are 13 principal cities along the waterway, all of which are highly industrialized and there are numerous water terminals along the route. The principal commodities moved on the waterway are coal, petroleum products, sand, gravel, grain, sulfur, and iron and steel products. The committee was advised that the practical capacity of the existing locks is 29.8 million tons annually. Supplemental locks 110 feet wide and 1,200 feet long, at the seven

existing locks on the Illinois and Des Plaines Rivers are proposed. These supplemental locks would eliminate the multiple-lockage now required and would adequately care for the predicted traffic of 55 million tons annually by the year 2000.

The committee notes the exceedingly high benefit-cost ratio of 4.9 for this project. It also notes the comments of the Bureau of the Budget which questions the estimates of traffic growth, and that another report be submitted to Congress in 5 years. The committee believes the estimates on future commerce to be reasonable, and that such commerce will approach 30 million tons in a very few years. It is realized that it is a little early to determine the effects St. Lawrence Seaway and Great Lakes traffic will have on commerce on the Illinois Waterway, but such effect might be considerable. The committee realizes that a large amount of planning must go into a project of this magnitude. Almost 2 years of the 5-year period the Bureau of the Budget referred to has elapsed. The committee sees no necessity of submitting another report in the near future. It recommends authorization of the project at this time, with planning carried forward at an early date, at which time the economic benefits of the project can be reviewed with a view to completion of the first two locks by 1968, when present estimates indicate they will be needed.

MISSISSIPPI RIVER AT DUBUQUE, IOWA

(H. Doc. 56, 86th Cong.)

Location.—On the right bank of the Mississippi River 579 miles above the mouth of the Ohio River.

Report authorized by.—House Public Works Committee resolution, adopted April 22, 1947.

Existing project.—Provides for a 9-foot channel along this reach of the Mississippi River.

Plan of recommended improvement.—Construction of a commercial harbor with a depth of 9 feet over an area of about 9 acres.

Estimated cost.—Price level (January 1958):

Federal.....	\$38, 000
Non-Federal.....	5, 000
Total.....	43, 000

Local cooperation.—Furnish without cost to United States all lands, easements, and rights-of-way; hold and save the United States free from damages; maintain terminal facilities; accomplish alterations to sewer and other utilities; and deepen and maintain berthing areas adjacent to docks, to the same depth as the harbor. Local interests have indicated ability to meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 410	\$180	\$1, 590
Maintenance.....	6, 000	710	6, 710
Total.....	7, 410	890	8, 300
Annual benefits: Transportation savings on movements of petroleum, scrap iron, and salt.....			73, 250

Benefit-cost ratio.—8.8

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvement will provide a well-justified Federal harbor project at Dubuque that can be used by vessels plying the Federal 9-foot channel on the Mississippi River.

RED WING HARBOR, MINN.

(H. Doc. 32, 86th Cong., 1st sess.)

Location.—On the right bank of the Mississippi River 67 miles below the head of the authorized 9-foot navigation channel at Minneapolis.

Report authorized by.—Resolutions by the Committee on Public Works of the Senate and House adopted March 24, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a 9-foot channel in the Mississippi, and a harbor for small boats.

Recommended plan of improvement.—Enlargement of the harbor by dredging a basin, averaging 300 feet in width and 1,200 feet in length, to a depth of 9 feet.

Estimated cost.—Price level (September 1957):

Federal.....	\$170, 400
Non-Federal.....	¹ 31, 000
Total.....	201, 400

¹ Includes a cash contribution of \$4,000 because of the land enhancement benefits.

Local cooperation.—Contribute in cash 2.3 percent of the cost of construction, exclusive of lands and rights-of-way, facilities, and aids to navigation, presently estimated at \$4,000; provide all lands, easements, and rights-of-way; provide and maintain adequate public terminal and transfer facilities; accomplish alterations of all utilities as well as their maintenance; hold and save the United States free from damages. Local interests have indicated willingness and ability to meet the requirements.

Project economics.—

	Federal	Non Federal	Total
Annual charges:			
Interest and amortization.....	\$6, 020	\$1, 100	\$7, 120
Maintenance of navigation aids.....	150	0	150
Maintenance.....	1, 800	0	1, 800
Total.....	7, 970	1, 100	9, 070
Annual benefits:			
Transportation savings on movement of coal, scrap metal, and steel.....			11, 880
Land enhancement.....			580
Total.....			12, 460

Benefit-cost ratio.—1.4.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The improvement will relieve congestion in barge movements and facilitate use of commercial navigation terminals provided by local interests. An equitable degree of local contribution is pro-

posed in recognition of land-fill benefits to result from disposal of spoil dredged in project construction.

MENOMINEE HARBOR AND RIVER, WIS. AND MICH.

(H. Doc. 113, 86th Cong.)

Location.—On the west shore of Green Bay at the mouth of Menominee River, between the cities of Menominee, Mich., on the north bank and Marinette, Wis., on the south bank.

Report authorized by.—Resolutions adopted by the Committees on Public Works of the U.S. Senate and House of Representatives on January 28, 1955, and June 29, 1955, respectively.

Existing project.—Provides for an entrance channel 600 feet wide and 21 feet deep from that depth in Green Bay for a distance of 2,200 feet to the outer end of the entrance piers at the mouth of the river; entrance piers; a channel 300 feet wide and 21 feet deep for a distance of 3,800 feet between the piers and in the river up to the Ogden Street Bridge; a channel 200 feet wide and 21 feet deep for a distance of 4,700 feet above the bridge to the upper end of the Marinette municipal wharf; a channel generally 90 feet wide and 12 feet deep for a distance of 2,500 feet above the municipal wharf to the vicinity of the Marinette Yacht Club; and a turning basin 21 feet deep on the south side of the channel immediately below the wharf.

Recommended plan of improvement.—Provides for a depth of 26 feet in the approach channel from that depth in Green Bay to a point 400 feet inside the entrance piers, thence a depth of 24 feet to the end of the existing deep-draft channel at the Marinette municipal wharf, with no change in authorized widths; and an enlargement of the existing turning basin by dredging an additional 2 acres to a depth of 21 feet.

Estimated cost (price level July 1958).—

Federal.....	\$715, 000
Non-Federal.....	52, 000
Total.....	767, 000

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project and for subsequent maintenance, when and as required; hold and save the United States free from damages due to the construction and maintenance of the improvements; and provide and maintain depths in berthing areas adjacent to the stone and coal docks, commensurate with the depths in the Federal project area. Local interests have offered adequate assurances of cooperation.

	Federal	Non-Federal	Total
Project economics:			
Annual charges:			
Interest and amortization.....	\$25, 500	\$2, 500	\$28, 000
Maintenance.....	4, 000	0	4, 000
Total.....	29, 500	2, 500	32, 000
Annual benefits: Transportation savings on coal and limestone.....			35, 300

Benefit-cost ratio.—1.1.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvements are warranted to permit deeper loading of vessels bringing coal and limestone to Menominee Harbor.

MILWAUKEE HARBOR, WIS.

(H. Doc. 285, 86th Cong.)

Location.—On the west shore of Lake Michigan, 85 miles north of Chicago, Ill.

Report authorized by.—Resolution by the House Public Works Committee adopted June 27, 1950.

Existing project.—Provides in general for an outer harbor area of about 1,200 acres, 18 to 34 feet deep protected by two breakwaters; two piers at the Milwaukee River mouth, 358 to 552 feet apart; an entrance channel 21 feet deep, 2,850 feet long and 600 feet wide outside the piers; channels 21 feet deep in the Milwaukee, Menomonee and Kinnickinnic Rivers.

Navigation problem.—Existing depths are insufficient to permit the majority of bulk-cargo carriers now entering the inner harbor to load to their maximum allowable draft.

Recommended plan of improvement.—Provides for a channel in South Menomonee Canal 21 feet deep; 75 to 130 feet wide, and 4,350 feet long; and a channel in Burnham Canal 21 feet deep, 75 feet wide, and about 1,320 feet long, terminating 100 feet east of South 11th Street.

Estimated cost (price level of December 1958).—

	South Menomonee Canal	Burnham Canal
Federal.....	\$27,000	\$11,000
Non-Federal.....	65,000	21,000
Total.....	92,000	32,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
South Menomonee Canal:			
Interest and amortization.....	\$1,200	\$3,000	\$4,200
Maintenance.....	2,000	0	2,000
Total.....	3,200	3,000	6,200
Burnham Canal:			
Interest and amortization.....	500	1,000	1,500
Maintenance.....	1,500	0	1,500
Total.....	2,000	1,000	3,000

	South Menomonee Canal	Burnham Canal
Annual benefits—savings in transportation:		
Coal receipts.....	\$2, 100	\$400
Grain receipts.....	5, 300	0
Limestone receipts.....	5, 200	0
Cement receipts.....	0	11, 800
Scrap iron and steel shipment.....	6, 400	0
Total.....	19, 000	12, 200
Benefit-cost ratio.....	3. 2	4. 0

Local cooperation.—Hold and save the United States free from damages due to the construction and maintenance of the improvement; and provide and maintain, in berthing areas adjacent to the docks handling bulk commodities, depths commensurate with those provided in the project areas. Local interests have indicated a willingness and ability to comply with the items of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of Wisconsin: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee recognizes the importance of the Milwaukee Harbor for commerce carried on the Great Lakes, and as one terminal for the car ferries which transport rail freight cars across the lake. Increased depths of 21 feet in the Burnham and South Menomonee Canals is believed necessary and is amply justified.

KEWAUNEE HARBOR, WIS.

(S. Doc. 19, 86th Cong.)

Location.—At the mouth of Kewaunee River on the west shore of Lake Michigan, 105 miles north of Milwaukee, Wis.

Report authorized by.—Resolution by the Committee on Public Works of the U.S. Senate, adopted May 24, 1956.

Existing project.—Provides for a north breakwater and shore connection with a combined length of 3,130 feet; removal of the outer 1,400 feet of the 1,850-foot north entrance channel pier; a south pier 1,850 feet long; an entrance channel 2,800 feet long and 20 feet deep leading to a turning basin of the same depth, the width of the outer 1,500 feet of channel being 525 feet, thence decreasing to 156 feet between the piers, and removal of the outer shoal to a depth of 22 feet.

Plan of recommended improvement.—Provides for enlarging the turning basin by removing the southerly 100 feet of Fisherman's Point to a depth of 20 feet; dredging a channel 100 feet wide and 20 feet deep for a distance of 620 feet from the north limit of the turning basin to the north basin; and dredging to a depth of 20 feet in the north basin over widths increasing from 100 feet in the channel to 500 feet in the north 200 feet of the basin. Provides further for the elimination of the provision for removal of the outer shoal from the existing project authorization.

Estimated cost price level (July 1958).—

	Federal	Non-Federal	Total
Turning basin.....	\$15, 500	\$1, 000	\$16, 500
Channel extension.....	66, 400	None	66, 400
Total.....	81, 900	1, 000	82, 900

Local cooperation.—Furnish without cost to the United States all lands, easements, and rights-of-way necessary for the construction and subsequent maintenance of the improvements, and hold and save the United States free from damages due to construction and maintenance of the improvements. Local interests have indicated willingness to cooperate in the project.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Turning basin:			
Interest and amortization.....	\$600	\$100	\$700
Maintenance.....	500	0	500
Total.....	1, 100	100	1, 200
Channel extension:			
Interest and amortization.....	2, 440	0	2, 440
Maintaining aids to navigation.....	60	0	60
Maintenance.....	1, 500	0	1, 500
Total.....	4, 000	0	4, 000
		Turning basin	Channel extension
Annual benefits:			
Savings on car ferry operation.....		\$10, 500	
Savings on tug service and delays.....			\$4, 700
Benefit-cost ratio.....		8. 8	1. 2

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the proposed improvements for Kewaunee Harbor will eliminate present delays to vessels and eliminate need for tug service. The project is economically justified and the committee has accordingly included an item in the bill authorizing the project.

GREAT LAKES HARBORS—INTERIM REPORT ON TWO HARBORS, MINN.

(H. Doc. 146, 86th Cong.)

Location.—On the northwest shore of Lake Superior in Agate Bay about 26 miles northeast of Duluth, Minn.

Report authorized by.—Resolutions by the Senate and House Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing projects.—Provides for a protected maneuvering area of about 150 acres to depths of 26 and 28 feet, protected by narrowing the harbor entrance with a breakwater on the east side 1,628 feet long and one on the west side 900 feet long.

Recommended plan of improvement.—Modification of the harbor to provide for depths of 28 and 30 feet in the project maneuvering area.

Estimated cost.—Price level (August 1958):

Federal.....	\$162, 000
Non-Federal.....	46, 000
Total.....	208, 000

Local cooperation.—Furnish all lands, easements, and rights-of-way for construction and subsequent maintenance; hold and save the United States free from damages; and provide and maintain depths in berthing areas adjacent to the iron ore pier commensurate with the depths provided in the project area. Local interests have indicated they will meet the prescribed requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal.....	\$5, 900
Non-Federal.....	2, 100

Total.....	8, 000
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Annual benefits: Transportation savings on iron ore that will result from use of a more efficient fleet of larger vessels that will use the Great Lakes connecting channels and harbor improvements..... 543, 000

Benefit-cost ratio.—68.0.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Deepening of Two Harbors, as proposed, is economically justified, and will permit loading of bulk carriers to the full 25.5-foot draft permitted by the Great Lakes connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON DULUTH-SUPERIOR HARBOR, MINN. AND WIS.

(H. Doc. 150, 86th Cong.)

Location.—At the westerly extremity of Lake Superior.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively, and in partial response to House of Representatives committee resolution adopted June 29, 1955.

Existing projects.—Provides in general for two entrance channels to harbor (Duluth and Superior entries) protected by breakwaters and piers, and several inner channels with depths varying from 20 to 32 feet and widths varying from 200 to 540 feet.

Recommended plan of improvement.—Provides for a depth of 32 feet to the Duluth entry decreasing within the canal to 28 feet at the Duluth Harbor Basin; depth of 28 feet in northern part and 27 feet in southern part of Duluth Basin; depth of 32 feet to Superior entry decreasing within the entry to 27 feet to Superior Harbor Basin; depth of 27 feet in Superior Harbor Basin, Superior Front Channel, east and west gate basins, the eastern one-half of south channel, cross channel, and section of north channel.

Estimated cost (price level June 1958).—

Federal.....	\$2, 364, 000
Non-Federal.....	172, 500
Total.....	2, 536, 500

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save United States free from damages; and when and where needed, provide and maintain depths in the berthing areas adjacent to terminals commensurate with the depths provided in related project areas. Local interests have indicated their willingness and ability to comply with the requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal.....	\$83, 000
Non-Federal.....	8, 000
Total.....	91, 800
Annual benefits: Savings in the movement of iron ore, stone and grain in a more efficient fleet of larger vessels that will use the connecting channels.....	1, 775, 000
Benefit-cost ratio.....	19. 3

Comments of the Bureau of the Budget.—No objection.

Remarks.—Duluth-Superior Harbor is a major transfer point for movements of iron ore, stone, and grain in the Great Lakes system. The proposed increase in project depths will enable full loading of the large bulk carriers to the 25.5-foot draft permitted by the authorized connecting channels project, now under construction.

GREAT LAKES HARBORS—SECOND INTERIM REPORT ON DULUTH-SUPERIOR HARBOR, MINN. AND WIS.

(H. Doc. 196, 86th Cong.)

Location.—At the westerly extremity of Lake Superior.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956 and June 27, 1956, respectively, and in partial response to House of Representatives committee resolutions adopted July 13, 1949, and June 29, 1955.

Existing project.—Provides in general for two entrance channels to harbor (Duluth and Superior entries) protected by breakwaters and piers, and several inner channels with depths varying from 20 to 32 feet and widths varying from 200 to 540 feet.

Navigation problem.—Existing project depths are not commensurate with depths in seaway and being provided in the Great Lakes connecting channels, and size of vessels that may satisfactorily be used at the present time in certain channels is limited by existing channel widths.

Recommended plan of improvement.—Provides for a depth of 27 feet in the existing channels in Allouez Bay and Howards Bay, in the North Channel of St. Louis Bay between West Gate Basin and Cross Channel, and over a width of 200 feet for a distance of 2,500 feet in the 21st Avenue West Channel; and a depth of 23 feet in the South and Upper Channels of St. Louis Bay, and over a width of 600 feet in a section of Minnesota Channel 5,500 feet long in the St. Louis River above the Arrowhead Bridge. Provides further that improvement of any one of the channels may be undertaken independently whenever funds for that purpose are available and the prescribed local cooperation has been furnished, except that dredging of the 27-foot channels shall be also contingent upon improvement of the related harbor sections as recommended by the Chief of Engineers in his interim report on Duluth-Superior Harbor published in House Document 150, 86th Congress.

Estimated cost (price level, October 1958).—

	Federal	Non-Federal	Total
Allouez Bay channels.....	\$98,000	\$40,000	\$138,000
Howards Bay channels.....	911,000	266,000	1,177,000
North and 21st Ave. West channels.....	718,000	159,000	877,000
South, Upper, and Minnesota channels.....	786,000	91,000	877,000
Total.....	2,513,000	556,000	3,069,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Allouez Bay channels.....	\$3,500	\$1,900	\$5,400
Howards Bay channels.....	32,500	12,400	44,900
North and 21st Ave. West channels.....	25,600	7,400	33,000
South, Upper, and Minnesota channels.....	28,000	4,200	32,200
Annual benefits:			
Allouez Bay channels, transportation savings in the movement of grain.....			115,000
Howard Bay channels, transportation savings in the movement of grain, metals, and manufactured parts.....			309,000
North and 21st Ave. West channels, transportation savings in the movement of grain, iron scrap, and steel and savings in ship repair costs.....			522,000
South, Upper, and Minnesota channels, transportation savings in the movement of coal and limestone.....			128,000

Benefit-cost ratio.—

Allouez Bay channels.....	23.0
Howards Bay channels.....	6.9
North and 21st Avenue West channels.....	15.8
South, upper and Minnesota Channels.....	4.0

Local cooperation.—Furnish lands, easements and rights-of-way when and as required; hold and save the United States free from damages; when and where needed provide and maintain depths in berthing areas and access channels serving the terminals commensurate with the depths provided in the related project areas; construct a new grain terminal on the 21st Avenue West channel, including docks, berthing areas, and other facilities; provide protection as may be required at the pivot pier of the Northern Pacific Railway bridge in Howards Bay; and accomplish alterations as required by the improvements to sewer, water supply, power, and communication lines and other utilities. Local interests have indicated willingness to comply with the items of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

State of Wisconsin: Favorable.

State of Minnesota: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Remarks.—The first interim report of Duluth-Superior Harbor considered deepening the harbor entrances and principal channels, used primarily for iron ore commerce, to depths commensurate with the depths being provided into the Great Lakes connecting channels and other harbors. The second interim report considered the deepening of additional channels, which join those previously recommended for deepening in the interest of grain, coal, and limestone commerce.

Present estimates indicate that over the next 50 years annual averages of 3.7 million tons of grain, 6.65 million tons of coal, and 1.6 million tons of limestone will be handled through the harbor, portions of which would be handled through terminal on the channels proposed in the subject report. The committee is cognizant of the unusually favorable economic ratios of the individual units of this project.

GREAT LAKES HARBORS—INTERIM REPORT ON ASHLAND HARBOR, WIS.
(H. Doc. 165, 86th Cong.)

Location.—On the south shore of Lake Superior, about 93 miles east of Duluth-Superior Harbor, Minn.

Report authorized by.—Resolutions by the Senate and House Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a breakwater 8,000 feet long; an east basin 25 feet deep; and a west channel extending from Ellis Avenue extended to 17th Avenue West extended, the easterly 2,500 feet 21 feet deep over widths of 400 to 750 feet, and the westerly 3,800 feet 20 feet deep over a width of 200 feet.

Recommended plan of improvement.—Provides for a depth of 27 feet in the westerly part of the east basin and approaches thereto, over a distance of 6,000 feet from deep water to a line 75 feet outside the harbor line, for widths varying from 1,500 feet at the lakeward end to 2,200 feet near the harbor line; and 21 feet in west channel over a width of 400 feet and a distance of 2,000 feet from the westerly limit of the existing 21-foot section, and provides further, that either the east basin or the west channel may be undertaken independently whenever funds are available and the prescribed local cooperation has been furnished.

Estimated cost.—Price level (August 1958):

Federal.....	\$1, 495, 000
Non-Federal.....	207, 500
Total.....	1, 702, 500

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save the United States free from damages; and provide and maintain depths in berthing areas adjacent to the iron ore docks and the power company docks commensurate with the depths provided in the project areas. Local interests have indicated willingness and ability to meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$53,200	\$9,600	\$62,800
Maintenance dredging.....	2,000	0	2,000
Maintenance navigation aids.....	600	0	600
Total.....	55,800	9,600	65,400
Annual benefits:			
Transportation savings on movement of iron ore in more efficient fleet of larger vessels.....			103,800
Reduction in cost of handling coal.....			65,000
Total.....			168,800

Benefit-cost ratio.—2.6.*Comments of the Bureau of the Budget.*—No objection.

Remarks.—Ashland Harbor is an integral part of the system of harbors and connecting channels on the Great Lakes. Deepening is required to permit the larger vessels carrying iron ore and coal to take full advantage of the 25.5-foot draft permitted by the authorized connecting channels project, now under construction.

GREAT LAKES HARBORS—INTERIM REPORT ON PRESQUE ISLE
HARBOR, MICH.

(H. Doc. 145, 86th Cong.)

Location.—Presque Isle Harbor, Mich., is on the south shore of Lake Superior within the city of Marquette, Mich., about 261 miles east of Duluth, Minn.

Report authorized by.—Resolutions by the Senate and House of Representatives Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a protected area about 0.7 mile square protected by a breakwater 2,816 feet long, and dredging the harbor to 26 feet in the inner part and 28 feet in the outer part.

Recommended plan of improvement.—Provides for dredging a depth of 28 feet in the inner part of the project area, and 30 feet in the outer part, with minor alteration of the project area.

Estimated cost (price level, June 1958).—

Federal.....	\$215,300
Non-Federal.....	23,000
Total.....	238,300

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save the United States free from damages and provide and maintain depths in berthing areas adjacent to piers commensurate with depths provided in the project area. Local interests have indicated willingness and ability to meet the requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal.....	\$7,860
Non-Federal.....	1,070

Total.....	8,930
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Annual benefits: Transportation savings on iron ore resulting from use of a more efficient fleet of larger vessels that will use the deepened connecting channels and harbors.....	230,800
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Benefit-cost ratio.—25.8.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Improvement as proposed of Presque Isle Harbor, an integral part of the system of Great Lakes harbors and connecting channels, will permit loading of the larger iron ore carriers to the full 25.5-foot draft permitted by the connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON MARQUETTE HARBOR, MICH.

(H. Doc. 154, 86th Cong.)

Location.—Marquette Harbor, Mich., is on the south shore of Lake Superior within the city of Marquette. It is about 263 miles east of Duluth, Minn.

Report authorized by.—Resolutions by the Senate and House of Representatives Public Works Committees adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for a breakwater 4,500 feet long and dredging a basin in the harbor to a depth of 25 feet.

Recommended plan of improvement.—Provides for a depth of 27 feet in the existing project area.

Estimated cost (price level, June 1958).—

Federal.....	\$236, 000
Non-Federal.....	12, 000
Total.....	248, 000

Local cooperation.—Furnish lands, easements and rights-of-way; hold and save the United States free from damages; provide and maintain depths in berthing areas adjacent to the iron ore pier commensurate with the depths provided in the project area. Local interests have indicated willingness and ability to comply with requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal.....	\$8, 600
Non-Federal.....	600

Total..... 9, 200

Annual benefits: Transportation savings on movement of iron ore that will move in a more efficient fleet of larger vessels that will use the improved connecting channels and harbors..... 23, 700

Benefit-cost ratio.—2.6.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Deepening of Marquette Harbor, as proposed, is economically justified, and will permit loading of bulk carriers to the full 25.5-foot draft permitted by the Great Lakes connecting channels project.

MANISTEE HARBOR, MICH.

(H. Doc. 358, 86th Cong.)

Location.—Manistee Harbor is located at the mouth of the Manistee River on the east shore of Lake Michigan, about 80 miles north from Muskegon Harbor, Mich., and 117 miles northeasterly across the lake from Milwaukee Harbor, Wis.

Report authorized by.—Resolution by the House Public Works Committee adopted July 29, 1955.

Existing projects.—Provides for an entrance channel 570 feet wide and 23 feet deep from that depth in Lake Michigan for a distance of 1,600 feet to the outer end of the south pier; thence 21 feet deep between the piers and in the river, 220 to 250 feet wide, for a distance of 2,000 feet; thence with a minimum width of 100 feet from the inner end of the north revetment to Manistee Lake, a distance of about 6,400 feet. The project also provides for a south breakwater having a main arm 1,300 feet long with a shore connection 1,185 feet long; a north pier and revetment 2,797 feet long; and a south pier and revetment 770 feet long.

Navigation problem.—Vessels using the inner harbor are limited in length by the restricted channel width at the Maple Street Bridge and by the bend in the channel upstream therefrom.

Recommended plan of improvement.—Dredging to a depth of 25 feet over the full width in the entrance channel in Lake Michigan and 23 feet in the river channel over its authorized width to Manistee Lake, suitably widened at bends; and Federal participation in the cost of replacing the Maple Street Bridge over Manistee River providing clearance for a channel 100 feet wide, with apportionment of the cost between the bridge owner and the United States in accordance with the principles of section 6, Public Law 647, 76th Congress, as amended.

Estimated costs.—

Federal.....	\$1, 735, 000
Non-Federal.....	18, 000
Total.....	1, 753, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges: Interest and amortization.....	\$61, 700	\$700	\$62, 400
Annual benefits: Transportation savings:			
Coal.....			47, 600
Sand.....			33, 900
Total.....			81, 500

Benefit-cost ratio.—1.3.

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil disposal areas necessary for construction and subsequent maintenance; hold and save the United States free from damages; accomplish alterations to submarine pipelines, cable crossings, and utilities as required by the improvement; and provide and maintain without cost to the United States, depths in berthing areas and access channels serving the terminals commensurate with depths provided in related project areas. Local interests have indicated they will provide the items of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of Michigan: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee was advised that existing industry at Manistee dependent upon economical transportation is being hampered by the fact that larger lake vessels have difficulty in negotiating the channel in the river from Lake Michigan to the harbor on Manistee Lake. The city of Manistee has voted a bond issue to meet the

requirements of local cooperation. The committee believes the proposed improvements are warranted to preserve the present and future economic life of Manistee and its surrounding counties.

GREAT LAKES HARBOR—INTERIM REPORT ON DETROIT RIVER,
TRENTON CHANNEL, MICH.

(H. Doc. 319, 86th Cong.)

Location.—Trenton Channel is located on the westerly side of the Detroit River in the metropolitan area of Detroit, Mich.

Report authorized by.—In partial response to resolutions adopted by the Public Works Committee of the U.S. Senate on May 18, 1956, and by the Public Works Committee of the House of Representatives on July 29, 1955, and June 27, 1956.

Existing project.—The Trenton Channel portion of the Detroit River project comprises a channel 21 feet deep and 300 feet wide in the Wyandotte Reach and 21 feet deep and 250 feet wide in the Trenton Reach, to a point 2,300 feet below the lower Grosse Ile bridge ending in a turning basin of the same depth and 29 acres in area. The existing project also provides for removal of Grosse Ile Shoal to a depth of 20 feet for a length of 600 feet.

Navigation problem.—Present depths are inadequate to permit the efficient use of modern lake vessels which are rapidly replacing the older smaller vessels.

Recommended plan of improvement.—Provides for a channel 27 feet deep and 300 feet wide in Wyandotte Reach, extending about 5.5 miles from the Detroit River through channel to the upper Grosse Ile bridge; and a channel 28 feet deep and 300 feet wide in Trenton Reach, extending about 6,000 feet from the upper Grosse Ile bridge to and including a turning basin 28 feet deep and 15 acres in area outside the project channel limits.

Estimated cost (price level, November 1958).—

Federal.....	\$8, 570, 000
Non-Federal.....	1, 780, 000
Total.....	10, 350, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$315, 000	\$75, 300	\$390, 300
Maintenance.....	10, 350		10, 350
Total.....	325, 350	75, 300	400, 650
Annual benefits: Transportation savings:			
Iron ore.....			1, 411, 000
Limestone.....			361, 000
Total.....			1, 772, 000

Benefit-cost ratio.—4.4.

Local cooperation.—Hold and save the United States free from damages due to the construction and maintenance of the improvements; when and where needed, provide and maintain without cost to the United States, depths in berthing areas and channels serving the

terminals, depths commensurate with depths provided in related project areas; and alter submarine pipelines, cable crossings, and utilities as required by the improvements. It is considered that the items of local cooperation will be forthcoming if the improvement is authorized.

Comments of Federal and State agencies.—

Department of Interior: Favorable.

State of Michigan: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee was advised that commerce in the Trenton Channel has averaged more than 4 million tons annually over the past 10 years, consisting principally of iron ore, coal, and limestone. This channel is an integral part of the system of harbors on the Great Lakes and connecting channels, and its improvement will permit full loading of the larger iron ore carriers now in use. The proposed turning basin will handle loaded bulk cargo vessels having lengths in excess of 700 feet which are rapidly replacing the older and smaller vessels now using the Trenton Channel. The committee notes the very favorable economic ratio of this project.

GREAT LAKES HARBORS—INTERIM REPORT ON CALUMET HARBOR, ILL. AND IND.

(H. Doc. 149, 86th Cong.)

Location.—At the mouth of Calumet River which enters Lake Michigan at the State line between Illinois and Indiana about 12.5 miles southeast of Chicago Harbor, Ill., and 7 miles northwest of Indiana Harbor, Ind.

Report authorized by.—In partial response to similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for an outer harbor protected by a breakwater 12,500 feet long; an approach channel 3,200 feet wide and 28 feet deep; an outer harbor channel and anchorage 3,000 feet wide and 26 feet deep; a channel in Calumet River 350 feet wide and 26 feet deep up to the Elgin, Joliet & Eastern Railway bridge, thence at least 200 feet wide and 25 feet deep to 111th Street, 23 feet to 114th Street, 21 feet to 122d Street, and 21.5 feet to and including turning basin No. 5; widening and straightening the river channel to within 20 feet of bulkhead lines; and five turning basins along the river, each of adequate size for lake vessels and with the same depth as the adjacent channel.

Recommended plan of improvement.—Provides for a depth of 29 feet in the lake approach; 28 feet in the outer harbor; and 27 feet in the river entrance up to the Elgin, Joliet & Eastern Railway Bridge.

Estimated cost.—Price level (October 1958):

Federal.....	\$5, 240, 000
Non-Federal.....	5, 000
	<hr/> 5, 245, 000

Local cooperation.—Hold and save the United States free from damages due to construction and maintenance of the improvement;

and provide and maintain depths in berthing areas adjacent to the iron ore and stone docks commensurate with the depths provided in the project area. Local interests have indicated they will meet the requirements.

Project economics.—

Annual charges: Interest and amortization:

Federal.....	\$192, 200
Non-Federal.....	200

Total.....	192, 400
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Annual benefits: Transportation savings on iron ore and limestone commerce resulting from more efficient fleet of larger vessels that will use the deepened connecting channels and harbors..... 1, 328, 500

Benefit-cost ratio.—6.9.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Calumet Harbor is an integral part of the system of Great Lakes harbors and connecting channels. Deepening as proposed is necessary and justified to permit the larger vessels in the iron ore trade to load to the full 25.5-foot draft permitted by the authorized connecting channel project.

GREAT LAKES HARBORS STUDY—INTERIM REPORT ON INDIANA HARBOR,
IND.

(H. Doc. 195, 86th Cong.)

Location.—At the south end of Lake Michigan, 4.5 miles east of the State line between Illinois and Indiana.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956 and June 27, 1956, respectively.

Existing project.—The outer harbor provides for: (a) A northerly breakwater 2,520 feet long and an easterly breakwater 3,807 feet long; (b) an entrance channel from the lake generally 800 feet wide with a depth of 28 feet at the outer end and 26 feet at the inner end; and (c) an anchorage and maneuver basin 26 feet deep, and a channel 25 feet deep thence to the inner harbor at the first Elgin, Joliet & Eastern Railway bridge.

Navigation problem.—Deepening required to permit vessels to load to the increased drafts permitted by the depths provided in the seaway and being provided in the connecting channels.

Recommended plan of improvement.—Provides for a depth of 29 feet in the outer entrance channel, 28 feet in the outer harbor basin, and 27 feet in the canal entrance channel up to the first Elgin, Joliet & Eastern Railway bridge.

Estimated cost (price level, December 1958).—

Federal.....	\$974, 000
Non-Federal.....	32, 000

Total.....	1, 006, 000
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Project economics.—

	Federal	Non-Federal	Total
Annual charges: Interest and amortization.....	\$35, 700	\$1, 500	\$37, 200
Annual benefits: Transportation savings in movement of iron ore and limestone.....		1, 012, 000	

Benefit-cost ratio.—27.0.

Local cooperation.—(a) Hold and save the United States free from damages due to construction and maintenance of the improvement; and (b) provide and maintain depths in berthing areas adjacent to the iron ore and stone docks commensurate with the depths provided in the project area. Local interests have indicated they would meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

State of Indiana: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended deepening will permit full-draft loading of vessels delivering iron ore and limestone to docks in the outer harbor to meet the present and anticipated needs of navigation, and the loading permitted by the Great Lakes connecting channels project. The project has a most unusual favorable benefit-to-cost ratio of 27.0 to 1, producing estimated annual transportation savings in excess of the entire first cost of the project.

GREAT LAKES HARBORS—INTERIM REPORT ON TOLEDO HARBOR, OHIO

(H. Doc. 153, 86th Cong.)

Location.—Toledo Harbor, Ohio, at the westerly end of Lake Erie, is on the Maumee River which empties into Maumee Bay, a shallow arm of the lake.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for a channel from Lake Erie and through Maumee Bay to mile 6.9 in Maumee River 25 feet deep and varying from 500 to 200 feet wide; triangular-sloped widening at the mouth of the river of about 38.6 acres in area; two turning basins, one opposite American Shipbuilding Co. of 5 acres and 20 feet deep, and the other at the upper end with area of 8.25 acres and depth of 18 feet; and removal of center dike on which the Maumee Bridge range lights are located.

Recommended plan of improvement.—Provides for an entrance channel extending from deep water in Maumee Bay to the mouth of the river, 500 feet wide and 28 feet deep, including deepening of the authorized widening opposite the Chesapeake & Ohio Railroad and the Lakefront Terminal docks; a channel extending from the mouth of the Maumee River to a point about 3 miles upstream, 400 feet wide and 27 feet deep, including enlargement of the authorized turning basin at the upstream end of this section to a width of 750 feet and a depth of 20 feet; and thence a channel about 3 miles long, extending upstream to the New York Central Railroad bridge, 200 feet wide and 27 feet deep, including a turning basin downstream of the Anthony Wayne Bridge, about 725 feet wide and 900 feet long, with a depth of 27 feet for the full 400-foot width of the presently authorized channel in this reach in the vicinity of those docks where a 27-foot approach channel and berthing area are provided by local interests.

Estimated cost.—Price level (March 1958):

Federal.....	\$14, 684, 000
Non-Federal.....	1, 320, 000
Total.....	16, 004, 000

Local cooperation.—(a) Provide without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas necessary for construction and subsequent maintenance, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvement; (c) provide and maintain suitable depths in the areas adjacent to the iron ore receiving docks, including strengthening of docks where necessary, to accommodate the anticipated deep-draft iron ore traffic; and (d) construct a new middle-ground grain terminal including elevators and dock, and construct and maintain an approach area necessary to utilize the proposed channel depth; and provided further, that the improvement may be undertaken by sections, working progressively upstream, whenever funds are available and the prescribed local cooperation has been furnished. Local interests have indicated willingness and financial and legal ability to meet requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$535,400	\$61,500	\$596,900
Maintenance, navigation aids.....	4,200	0	4,200
Total.....	539,600	61,500	601,100
Annual benefits: Transportation savings in the movement of iron ore and grain in a more efficient fleet of larger vessels that will use the connecting channels and harbor.....			668,000

Benefit-cost ratio.—1.1.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Toledo Harbor is a major transshipment point on the Great Lakes for iron ore, coal, petroleum, and grain. The proposed improvement will permit loading the larger bulk cargo vessels to the full draft of 25.5 feet permitted by the authorized connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON SANDUSKY HARBOR, OHIO

(H. Doc. 144, 86th Cong.)

Location.—On the south shore of Lake Erie in the southeasterly part of Sandusky Bay about 50 miles west of Cleveland, Ohio.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively; and two former resolutions which were adopted by the Senate and House on March 17, 1955, and June 29, 1955, respectively.

Existing project.—Provides in general for an outer channel 400 feet wide and 21 feet deep from deep water in Lake Erie through Sandusky Bay to the city waterfront docks; a channel along the waterfront 300 feet wide and 22 feet deep ending in a turning basin 22 feet deep; maintaining a bay channel to a depth of 22 feet from the turning basin northward and northeastward to a junction with the straight channel which connects to the outer channel.

Recommended plan of improvement.—Provides for: (1) extending the outer bar channel and deepening that channel and the outer end of straight channel to 26 feet, from deep water in the lake to the vi-

cinity of Cedar Point dock; (2) widening the bend at the junction of the outer bar and straight channels and deepening to 26 feet; (3) deepening the bay channel from junction with the straight channel to the outer end of the Pennsylvania coal dock No. 3 to 25 feet, thence from outer end of the coal dock to the turning basin to 24 feet in soft material and 25 feet in hard material with no Federal dredging within 50 feet of the dock; and (4) enlarging the turning basin, including removal of approximately 300 feet of the rock dike, to the limits shown in the report of the district engineer with depths of 24 feet in soft materials and 25 feet in hard material; and (5) deepening the straight channel to a depth of 25 feet from vicinity of Cedar Point dock to junction with the bay channel.

Estimated cost (price level, July 1958).—

Federal.....	\$5, 800, 000
Non-Federal.....	428, 000
Total.....	6, 228, 000

Local cooperation.—Furnish without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas necessary for construction and subsequent maintenance, when and as required; hold and save the United States free from damages due to the construction and maintenance of the project; and deepen to project depth and maintain the areas adjacent to the coal docks and access thereto from the Federal improvement. Local interests have indicated willingness to cooperate.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$210, 600	\$19, 900	\$230, 500
Maintenance.....	30, 000	2, 500	32, 500
Maintenance of navigation aids.....	900	0	900
Total.....	241, 500	22, 400	263, 900
Annual benefits:			
Savings in cost of transportation of coal.....			956, 500
Reduction in damages to vessels.....			50, 000
Total.....			1, 006, 500

Benefit-cost ratio.—3.8.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Sandusky is a major transshipment point for coal on the Great Lakes. The proposed increase in project depths will facilitate more efficient loading of the larger modern vessels, with resultant savings well in excess of the costs.

GREAT LAKES HARBORS—INTERIM REPORT ON CLEVELAND HARBOR, OHIO

(H. Doc. 152, 86th Cong.)

Location.—At the mouth of Cuyahoga River on the south shore of Lake Erie.

Report authorized by.—In partial response to similar resolutions adopted by the Public Works Committee of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for an outer harbor, 5 miles long, varying from 1,600 to 2,400 feet in width, protected by breakwaters; a main entrance channel 700 feet wide; two parallel piers 325 feet apart at the mouth of Cuyahoga River; a depth of 25 feet through the entrance channel, outer harbor, and up the river to the site of the former New York Central swing bridge, thence to 23 feet to mile 5.8 in Cuyahoga River, with a turning basin 18 feet deep at mile 4.8; depths of 23 and 21 feet in Old River; depths of 19 to 25 feet in the east outer harbor; and Federal participation in the cost of replacing, or pier reconstruction on seven railroad bridges.

Recommended plan of improvement.—Provides for a depth of 29 feet in the lake approach to the main entrance; 28 feet in the entrance channel to the lakeward ends of the piers at the mouth of Cuyahoga River; 27 feet in the river to a point just above its junction with Old River, and in Old River to the upstream limit of the present 23-foot project; 28 feet in the west basin within the existing project limits as modified to eliminate a triangular area at the west end and to extend the southerly limit to a line parallel to and 75 feet from the harbor line; and 28 feet in the westerly 800 feet of the east basin.

Estimated cost.—Price level (October 1957):

Federal.....	\$2, 486, 000
Non-Federal.....	2, 869, 500
Total.....	5, 355, 500

Local cooperation.—(a) Furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction and subsequent maintenance, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvements; (c) provide and maintain depths in areas between the channel limits and terminals commensurate with the depths provided in the adjacent project areas; (d) construct or strengthen bulkheads where necessary; and (e) accomplish alterations as required in sewer, water supply, and other utility facilities. Local interests have indicated willingness and ability to comply with the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$90, 400	\$138, 900	\$229, 300
Maintenance.....	40, 000	3, 000	43, 000
Total.....	130, 400	141, 900	272, 300
Annual benefits: Transportation savings on iron ore and molding sand commerce that will move in a more efficient fleet of large vessels that will use the deepened connecting channels and harbors.....			1, 235, 700

Benefit-cost ratio.—4.5.

Comment of the Bureau of the Budget.—No objection.

Remarks.—The proposed deepening of the lower end of Cuyahoga River and a portion of the outer harbor at Cleveland will permit loading of the larger vessels to the full draft of 25.5 feet permitted by the Great Lakes connecting channels project, now under construction.

GREAT LAKES HARBORS—INTERIM REPORT ON LORAIN HARBOR, OHIO

(H.Doc. 166, 86th Cong.)

Location.—On the south shore of Lake Erie about 28 miles west of Cleveland, Ohio.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the Senate and House on May 18, 1956, and June 27, 1956, respectively, and three previous resolutions adopted by the House on August 2, 1946, June 29, 1955, and June 27, 1956, and a resolution adopted by the Senate on January 28, 1955.

Existing project.—The harbor includes the lower 3 miles of Black River and some lake area at the river mouth. Provides in general for an outer harbor area of 60 acres formed by breakwaters with a channel 25 feet deep in soft material and 26 feet in hard material in the outer harbor and in the river for a distance of 2,200 feet from the outer ends of the piers, thence 24 feet in soft material and 25 feet in hard material to the upper end of the American Shipbuilding Co. drydock No. 2; thence a channel of the same depth and generally 200 feet wide to the National Tube Co. dock; a turning basin 650 feet wide and 20 feet deep; a basin 690 feet wide and 17 feet deep opposite the National Tube Co. dock, and an approach channel 16 feet deep from the outer harbor to the municipal pier.

Recommended plan of improvement.—Provides for construction of an easterly breakwater 2,200 feet long and a westerly breakwater 400 feet long, both placed lakeward of the existing ones and separated to provide a clear opening 800 feet wide; removal of the outer 300 feet of the existing west breakwater and construction of a suitable pierhead at the lakeward end, giving a clear entrance 600 feet wide; construction of a shoreward extension of the east breakwater, with a circulation gap between the existing structure and the extension; removal of the outer 1,100 feet of the east pier; dredging to a depth of 29 feet in soft material and 30 feet in hard material from deep water to the modified opening in the present breakwater system with suitable flaring at the outer end; thence to depths of 28 and 29 feet, respectively, over widths of 800 to 250 feet to a point in the channel 2,200 feet above the west pier light; thence to depths of 27 feet and 28 feet, respectively, to a point 500 feet below the upstream limit of the existing project, with a new turning basin at the upper end 21 and 22 feet deep and 1,100 feet wide; and to a depth of 25 feet in soft and 26 feet in hard material in the westerly part of the outer harbor and lakeward of a line running parallel to and 50 feet from the end of the Baltimore & Ohio Railroad coal dock, thence westward normal to the outer project limit; and Federal participation in the cost of replacing the New York, Chicago & St. Louis Railroad bridge with a vertical lift bridge providing a horizontal clearance of 205 feet, and a vertical clearance of 100 feet; and further provides that the Chief of Engineers be authorized to enter into agreements with the owner of the New York, Chicago & St. Louis Railroad bridge for its replacement with a movable structure consistent with the recommended plan of improvement, the United States to participate under the principles set forth in section 6 of Public Law 647, 76th Congress.

Estimated cost.—Price level (July 1958):

Federal.....	\$19, 323, 000
Non-Federal.....	2, 455, 000
Total.....	21, 778, 000

Local cooperation.—Furnish lands, easements, and rights-of-way; hold and save the United States free from damages; provide and maintain depths between new channel limits and terminal facilities commensurate with related project depths; make necessary changes in docks and bulkheads, except for any required in connection with bridge replacement; construct new terminal facilities where necessary; accomplish utility alterations except those included in bridge alteration. Local interests have indicated willingness and ability to cooperate.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$725, 500	\$113, 400	\$838, 900
Maintenance.....	50, 900	0	50, 900
Maintenance aids to navigation.....	—8, 500	0	—8, 500
Total.....	767, 900	113, 400	881, 300
Annual benefits:			
Transportation savings on iron ore and stone that will move in more efficient fleet of larger vessels.....			1, 078, 600
Savings from elimination of vessel and dock damages and delays.....			148, 100
Total.....			1, 226, 700

Benefit-cost ratio.—1.4.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Lorain Harbor requires modernization to serve satisfactorily the present and prospective bulk carrier fleet on the Great Lakes. The harbor is a major transfer point for iron ore and stone in the system of harbors and channels on the lakes, which will shortly permit loading of the larger vessels to full drafts of 25.5 feet. The improvement is considered fully warranted.

GREAT LAKES HARBORS—INTERIM REPORT ON FAIRPORT HARBOR, OHIO

(H. Doc. 347, 86th Cong.)

Location.—At mouth of Grand River on south shore of Lake Erie approximately 33 miles east of Cleveland, Ohio.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for a lake approach channel 25 and 26 feet deep; an outer harbor to the same depths protected by breakwaters; a channel 24 feet deep and 200 to 150 feet wide for a distance of 3,700 feet up the Grand River, thence a channel 21 feet deep and 200 to 100 feet wide for 4,000 feet; a turning basin 18 feet deep, 400 feet wide, and 760 feet long; and a channel 8 feet deep adjacent to the upper end of the 21-foot channel.

Navigation problem.—Existing project depths are not adequate to accommodate bulk cargo vessels loaded to drafts commensurate with depths being provided in the Great Lakes connecting channels and the St. Lawrence Seaway. Channel widths and turning areas are insufficient for maneuvering large vessels.

Recommended plan of improvement.—Provides for a depth of 29 feet in the approach channel from the lake; a depth of 28 feet over a width of 800 feet in the outer harbor; a depth of 27 feet in soft and 28 feet in hard material in Grand River, over a width of 200 feet to the upstream limit of the turning basin, with suitable widening at the bends, thence over widths reducing from 200 to 100 feet to the upstream limit of the existing Federal project, except in the 8-foot channel; enlargement of the turning basin, including deepening of the entire basin to 21 feet; and minor modification of the existing project limits in the outer harbor.

Estimated costs (price level, March 1959).—

Federal.....	\$2, 768, 000
Non-Federal.....	3, 312, 000
Total.....	6, 080, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$102, 100	\$140, 400	\$242, 500
Maintenance.....	35, 000	5, 400	40, 400
Total.....	137, 100	145, 800	282, 900
Annual benefits: Transportation savings:			
Limestone receipts.....			698, 900
Coal shipments.....			49, 000
Total.....			747, 900

Benefit-cost ratio.—2.6.

Local cooperation.—Furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction and maintenance, when and as required; hold and save the United States free from damages due to the construction and maintenance of the improvements; when and where necessary, make all changes in docks, bulkheads, and other structures; when and where necessary, provide and maintain depths between the new channel limits and terminal facilities commensurate with related project depths; and accomplish alterations as required in sewer, water supply, power and communication lines, and other utility facilities.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

State of Ohio: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The average annual commerce at Fairport Harbor for a 10-year period has been 2.6 million tons, consisting principally of receipts of limestone and shipments of coal. Present channel depths are inadequate and enlargement of the turning basin is needed. This harbor is an integral part of the system of Great Lakes harbors and connecting channels, and the recommended improvements are justi-

fied and warranted. The committee notes that the costs to local interests for this project exceed the Federal cost.

GREAT LAKES HARBORS—INTERIM REPORT ON ASHTABULA HARBOR, OHIO

(H. Doc. 148, 86th Cong.)

Location.—At the mouth of Ashtabula River on the south shore of Lake Erie about 59 miles easterly of Cleveland, Ohio.

Report authorized by.—Senate and House of Representatives committee resolutions adopted May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for an outer harbor protected by two breakwaters; an entrance channel 28 feet deep protected by breakwaters 600 feet apart, a channel 25 feet deep and 1,100 feet wide through the outer harbor, thence 24 feet deep and 160 feet wide to the mouth of Ashtabula River, a channel up Ashtabula River varying from 24 to 16 feet in depth and 100 to 160 feet wide and a 700-foot access channel leading southeastward from the entrance channel terminating in a basin 1,200 feet by 1,500 feet, with depths of 25 feet in earth and 26 feet in rock.

Recommended plan of improvement.—Provides for a depth of 29 feet in soft and 30 feet in hard material in the entrance channel to a point just inside the outer ends of the breakwaters; thence 28 feet in soft and 29 feet in hard material in a channel to the inner breakwater; thence 27 feet in soft and 28 feet in hard material in a channel extending to the New York Central Railroad Co.'s slip and extending 2,000 feet up the Ashtabula River; 22 feet in soft and 23 feet in hard material in the turning area; and 28 feet in soft and 29 feet in hard materials in areas adjacent to the 250-foot section of the inner breakwater when that section is removed as now authorized, and provided further that no dredging shall be done by the United States within 50 feet of any wharf, dock, or bulkhead, or other structures.

Estimated cost. (price level, February 1958).—

Federal.....	\$4, 077, 000
Non-Federal.....	980, 000
Total.....	5, 057, 000

Local cooperation.—Hold and save the United States free from damages; provide and maintain access channels and berthing areas adjacent to piers and docks to depths commensurate with the depth of the Federal project. Local interests have indicated willingness to cooperate.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$149, 800	\$45, 600	\$195, 400
Federal maintenance.....	13, 000	2, 000	15, 000
Total.....	162, 800	47, 600	210, 400
Annual benefits: Transportation savings on iron ore resulting from more efficient fleet of larger vessels that will use the connecting channels and harbors.....			877, 900

Benefit-cost ratio.—4.2.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Ashtabula Harbor is an integral part of the system of Great Lakes harbors and connecting channels. Deepening as proposed is necessary and justified to permit loading of the larger vessels in the iron ore trade to the full 25.5-foot draft permitted by the authorized connecting channels project.

GREAT LAKES HARBORS—INTERIM REPORT ON ERIE HARBOR, PENNSYLVANIA

(H. Doc. 199, 86th Cong.)

Location.—South shore of Lake Erie about 78 miles southwest of Buffalo, N.Y.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides for piers and a breakwater at the harbor entrance; and entrance channel 25 to 26 feet deep; a basin and channel 25 feet deep extending to 50 feet outside the harbor line opposite the iron ore dock; two basins, one 21 feet deep and the other 18 feet deep; and an inner channel and basin 23 feet deep.

Navigation problem.—Lack of adequate depths in channels and anchorage basins to permit use of maximum draft by the large bulk cargo vessels, and inadequate maneuvering area in the basins.

Recommended plan of improvement.—Provides for a depth of 29 feet in the entrance channel to a point opposite the inner end of the north pier; thence 28 feet in soft and 29 feet in hard material in the remainder of the entrance channel, within the general limits of the 25-foot basin and inner channel opposite the ore dock except as modified to eliminate from the project a triangular area along the easterly side; and a depth of 28 feet over a 300-foot westward extension of the 25-foot basin.

Estimated cost (price level, July 1958).—

Federal.....	\$1, 729, 000
Non-Federal.....	0
Total.....	1, 729, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$63, 000	\$0	\$63, 000
Maintenance.....	25, 000	0	25, 000
Total.....	88, 000	0	88, 000
Annual benefits: Transportation savings on movement of iron ore and stone.....			111, 000

Benefit-cost ratio.—1.3.

Local cooperation.—(a) Hold and save the United States free from damages due to the construction and maintenance of the improvement; and (b) maintain, without cost to the United States, depths in berthing areas adjacent to the iron ore dock commensurate with the depths

provided in the related project area. Local interests have indicated willingness to provide the necessary items of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

State of Pennsylvania: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended improvements will provide channels and a basin with depths equivalent to those being provided in the seaway and the Great Lakes connecting channels. They will permit deeper loading of vessels using the harbor particularly vessels loaded with iron ore and stone, to meet the needs of existing and prospective commerce, and provide the needs of navigation anticipated for the prospective development of the harbor.

GREAT LAKES HARBOR—INTERIM REPORT ON BUFFALO HARBOR, N.Y.

(H. Doc. 151, 86th Cong.)

Location.—At the eastern end of Lake Erie.

Report authorized by.—Similar resolutions adopted by the Public Works Committees of the U.S. Senate and House of Representatives on May 18, 1956, and June 27, 1956, respectively.

Existing project.—Provides in general for an outer harbor with two entrance channels varying in depths from 23 to 26 feet, protected by breakwaters; an inner harbor with numerous channels varying in depths from 22 to 23 feet; and removal of certain shoals.

Recommended plan of improvement.—Provides for a depth of 30 feet for a width of 1,000 feet in the shoal area on the approach to the south entrance channel; 30 feet in the outer area and 29 feet in the inner area of the south entrance channel; and 28 feet in the southerly part of the outer harbor, south of a line perpendicular to and 2,000 feet north of the southerly end of the south breakwater.

Estimated cost (price level, November 1957).—

Federal.....	\$2, 352, 000
Non-Federal.....	1, 248, 000
Total.....	3, 600, 000

Local cooperation.—Hold and save the United States free from damages due to the construction and maintenance of the improvements, and provide and maintain, without cost to the United States, depths at docksides, and access thereto, commensurate with depths provided in the related project area. Local interests have indicated they will meet the requirements.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$86, 000	\$58, 000	\$144, 000
Maintenance dredging.....	14, 000	21, 000	35, 000
Maintenance navigation aids.....	1, 000	0	1, 000
Total.....	101, 000	79, 000	180, 000
Annual benefits: Transportation savings on movement of iron ore, stone, and grain in a more efficient fleet of larger vessels which will use the deepened connecting channels and harbors.....			725, 000

Benefit-cost ratio.—4.0.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Buffalo Harbor is an integral part of the system of Great Lakes harbors and connecting channels, which will soon be plied by vessels capable of loading to drafts of 25.5 feet. In addition, international traffic using the St. Lawrence Seaway also requires the greater depth.

GREAT LAKES HARBOR, INTERIM REPORT ON ROCHESTER HARBOR, N.Y.

(H. Doc. 409, 86th Cong.)

Location.—At the mouth of Genesee River on the south shore of Lake Ontario, about 56 miles west of Oswego, N.Y.

Report authorized by.—Similar resolutions adopted by the Senate and House Public Works Committees on May 18, and June 27, 1956, respectively, and resolution by the House Public Works Committee adopted June 29, 1955.

Existing project.—Provides for parallel piers 450 feet apart at the river mouth; a channel 20 feet deep and 300 to 150 feet wide from the lake to a limit 200 feet upstream of the Baltimore & Ohio Railroad coal dock; and a turning basin 20 feet deep and 600 feet wide opposite the port authority terminal at the inner end of the piers.

Navigation problem.—Most of the difficulties attending navigation at Rochester are attributable to the narrow channel widths, insufficient depth and lack of a turning basin at the upper end of the navigation project where the greatest amount of commerce is handled.

Recommended plan of improvement.—Provides for a depth of 24 feet in the channel from the lake to the west pier; a depth of 23 feet between the piers and in the lower river to the New York Central Railroad bridge, including the existing turning basin; a depth of 21 feet from the bridge to the upstream project limit, with suitable widening at the bends; and an upstream turning basin 21 feet deep and 650 feet wide, adjacent to the improved channel, with two mooring dolphins.

Estimated cost (price level of June 1959).—

Federal.....	\$2, 445, 000
Non-Federal.....	300, 300
Total.....	2, 745, 300

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$90, 400	\$22, 500	\$112, 900
Maintenance.....	33, 700		33, 700
Navigation aids.....	300		300
Total.....	124, 400	22, 500	146, 900
Annual benefits:			
Transportation savings:			
Coal shipments.....			294, 000
General cargo.....			19, 500
Cement receipts.....			31, 000
Newspaper receipts.....			29, 500
Total.....			374, 000

Benefit-cost ratio.—2.5.

Local cooperation.—(a) Provide without cost to the United States all lands, easements, and rights-of-way necessary for construction and maintenance, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvements; (c) accomplish without cost to the United States, when and as required, all necessary alterations to existing structures and utility facilities; (d) strengthen the east abutment of the New York Central Railroad bridge; (e) when and where necessary, provide and maintain depths between the channel limits and terminal facilities commensurate with related project depths; and (f) provide adequate coal loading and other terminal facilities as needed to serve the prospective commerce. They have indicated willingness to cooperate in the desired improvements.

Comments of the State and Federal agencies—

Department of Interior: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee believes that the recommended improvements at Rochester Harbor are necessary for the port to realize the full potential of the St. Lawrence Seaway. Rochester is a commercial and industrial center, and the port has many natural advantages. Its location east of the Welland Canal, near the New York State barge canal and the new New York State Thruway, and railroad service available, enhances its possibilities as a transshipment point. The proposed project is considered justified and warranted. The committee was advised that local interests will meet the requirements of local cooperation, including construction of a coal-loading facility at local expense at a cost of \$1,700,000.

LOS ANGELES AND LONG BEACH HARBOR, CALIF.

(H. Doc. 401, 86th Cong.)

Location.—On San Pedro Bay on the coast of southern California.

Report authorized by.—Resolution by the House Public Works Committee adopted June 27, 1956.

Existing project.—Provides for three breakwaters, having a total length of about 8 miles, which afford protection from the ocean for these adjoining outer harbors within the bay; various deep-draft outer-harbor improvements including an entrance channel 40 feet deep into Los Angeles Harbor; Los Angeles Channel 35 feet deep from the outer harbor along the west end of Terminal Island to a turning basin 35 feet deep at the entrance to West Basin; thence East Basin Channel and East Basin, 35 feet deep, extending northeasterly along Terminal Island; thence Cerritos Channel and other channels to the inner harbor of Long Beach, 35 feet deep, continuing around the land sides of Terminal Island to Long Beach outer harbor. West Basin is not a part of the Federal project.

Navigation problem.—Inadequate depths in West Basin. The island shoal in the basin is a serious hazard to the navigation of larger vessels.

Recommended plan of improvement.—Provides for dredging of West Basin, including southwest slip, to a depth of 35 feet at mean lower low water.

*Estimated cost (Price level of 1958).—*All Federal, \$1,768,000.

Project economics.—

Annual charges:	<i>All Federal</i>
Interest and amortization.....	\$63, 260
Maintenance.....	1, 000
Total.....	64, 260
Annual benefits: Transportation savings.....	150, 700

*Benefit-cost ratio.—*2.3.

Local cooperation.—(a) Provide without cost to the United States all lands, easements, rights-of-way, and suitable disposal areas necessary for initial dredging and subsequent maintenance, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvements; (c) provide and maintain at local expense adequate public terminal and transfer facilities open to all on equal terms; (d) alter and maintain sewer and other utility facilities as required by the improvements; and (e) when and where needed, provide and maintain without cost to the United States, depths in berthing areas and slips serving the terminals in West Basin, commensurate with depths provided in related project areas.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

State of California: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*The committee believes that the proposed dredging in the West Basin is necessary to provide full access for ocean shipping since depths in the basin are inadequate and the island shoal presents a hazard to navigation. The committee was advised that the city of Los Angeles has constructed terminal facilities in the West Basin at a cost of about \$5 million, and has a program for constructing additional berths and shipping facilities in the Los Angeles Harbor over the next few years at an estimated cost of about \$30 million. Provision of adequate depths in West Basin is believed essential to permit needed expansion of the Los Angeles Harbor, and such expansion is justified and will provide large benefits.

MONTEREY BAY (MONTEREY HARBOR), CALIF.

(H. Doc. 219, 86th Cong.)

*Location.—*Monterey Harbor, site of proposed improvement, is adjacent to the city of Monterey on the south end of Monterey Bay, about 100 miles south of the entrance to San Francisco Bay, 24 miles south of Santa Cruz and 14 miles south of Moss Landing.

*Report authorized by.—*Section 6, River and Harbor Act, March 2, 1945.

*Existing project.—*Breakwater 1,700 feet long including shore connection, harbor depth 8 feet in areas adjacent to municipal wharf No. 1, and barrier groin 500 feet long. Project 95 percent complete. Barrier groin has not been constructed and dredging to project depths has not been completed.

*Navigation problem.—*Difficulties attending navigation are due to insufficient protected harbor area and to surge.

Recommended plan of improvement.—Extension of existing breakwater by 1,600 feet and construction of companion breakwater 2,150 feet long. Elimination of authorized harbor dredging and barrier groin construction.

Estimated cost (price level, February 1958).—

Federal.....	\$3, 989, 000
Non-Federal.....	1, 967, 000
Total.....	5, 956, 000

Project economics.—

Annual charges.....	\$260, 000
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Annual benefits:

Prevention of damage to fishing craft.....	100, 500
Increased fishing craft.....	58, 100
Elimination of maintenance dredging.....	10, 000
Party-boat fishing.....	4, 200
Recreational boating.....	296, 200

Total.....	469, 000
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Benefit-cost ratio.—1.8.

Local cooperation.—Provide lands, easements, and rights-of-way; hold and save the United States free from damages; provide land for public berthing facilities; provide public berthing facilities and utilities including a public landing; make available to the United States right to obtain, free of royalty costs, stone for construction and maintenance of breakwaters; provide or arrange for suitable marine-repair facilities; maintain entire project except breakwaters; contribute in cash 32 percent of cost of construction due to local sports fishing and recreational boating benefits, such contribution presently estimated at \$1,877,000, to be paid either in a lump sum prior to construction, or in installments in accordance with work schedules as required by Chief of Engineers. The Council of the City of Monterey has expressed willingness to comply with requirements of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee is cognizant of the importance of Monterey Harbor to shipping in the area, and as a harbor of refuge for transient craft and others in the area during a storm period. The present population of Monterey is about 100,000, which depends mainly on fishing and tourists for a livelihood. The harbor is now used by 240 commercial craft, 85 sport-fishing boats, 230 sailing boats, and up to 100 transients. The area protected by the existing breakwater is too small and it affords no protection against northerly storms. The recommended improvements will provide a safe harbor for 800 vessels and is considered adequate for the foreseeable future needs for commercial, fishing, and recreational craft. The project will eliminate the necessity of the authorized barrier groin and about \$10,000 in annual dredging. The allocation of costs between the Federal Government and local interests appears equitable and in accordance with normal procedures for projects of this nature. The requirement of local cooperation providing an option for the city of Monterey to

make the cash contribution in a lump sum or in installments as Federal appropriations are received is believed fair and reasonable.

NOYO RIVER AND HARBOR, CALIF.

(H. Doc. 289, 86th Cong.)

Location.—Noyo River and Harbor is located in Mendocino County on the California coast approximately 140 miles north of San Francisco and 87 miles south of Humboldt Bay.

Report authorized by.—Resolutions of the Senate Committee on Public Works, adopted April 24, 1953, and House of Representatives Committee on Public Works, adopted June 24, 1953.

Existing project.—Existing Federal project provides jetties at river mouth, an entrance channel 10 feet deep and 100 feet wide, and a river channel 10 feet deep and 150 feet wide for a distance of about 0.6 mile from the mouth. An authorized breakwater extending 1,100 feet from south headland has not been constructed. The authorized extension of 10-foot deep, 150-foot-wide channel 0.5 mile upstream has been deferred at request of local interests.

Navigation problem.—The difficulties attending navigation are poor entrance conditions, congestion within the river channel, hazardous conditions during flood stages, and shoaling.

Recommended plan of improvement.—Delete authorized 0.5 mile channel extension and in lieu thereof, provide mooring basin of 8.5 acres, 10 feet deep, on south bank of Noyo River, and river channel 10 feet deep, 150 feet wide, extending 400 feet from upstream limit of present channel to mooring basin.

Estimated cost (price level, March 1958).—

Federal.....	\$370, 000
Non-Federal.....	55, 000
Total.....	425, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$13, 500	\$1, 940	\$15, 440
Maintenance.....	3, 000	0	3, 000
Total.....	16, 500	1, 940	18, 440
Annual benefits:			
Increased fish catch.....			33, 650
Production savings.....			600
Elimination of boat damage.....			7, 500
Party boat fishing.....			3, 400
Recreational boating.....			3, 600
Land enhancement.....			1, 700
Total.....			50, 450

Benefit-cost ratio.—2.7.

Local cooperation.—Provide lands, easements, and rights-of-way; hold and save the United States free from damages; provide bulkheads, levees, revetments, relocations necessary for construction of the basin and retention of spoil, or in lieu thereof contribute in cash the cost of these features presently estimated at \$143,000; provide

public landing, utilities, and berth facilities open to all on equal terms; acquire lands for basin and its utilization; maintain and operate basin and connecting channel between basin and river channel. Local interests have indicated willingness to cooperate and accept responsibility of maintenance of entire mooring basin.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of report to Congress.

Remarks.—Noyo River and Harbor is an important fishing port located about half-way between San Francisco and Eureka, and is the only improved harbor in the area. Serious congestion is caused by mooring fishing vessels in the present narrow channel. The committee believes that provision of a mooring basin of 8.5 acres, and deletion of the authorized channel extension upstream therefrom, is justified and warranted. Large benefits will accrue to commercial fishing and sport boating, damages to water craft will be reduced, and the harbor will serve the urgent needs for a harbor of refuge in the area. Allocation of costs between the Federal Government and local interests is believed equitable.

SNOHOMISH RIVER (EVERETT HARBOR), WASH.

(H. Doc. 348, 86th Cong.)

Location.—Everett Harbor is on Port Gardner at the mouth of the Snohomish River in northwestern Washington.

Report authorized by.—House Public Works Committee resolution adopted July 19, 1956.

Existing project.—The authorized project provides for a navigation channel about 2.6 miles in length along the Everett waterfront on the easterly shore of Port Gardner, protected by a training dike. The channel includes a 1.2-mile reach at the south end, 15 feet deep and 150 to 425 feet wide; a settling basin near the center 20 feet deep by 700 feet wide by approximately 0.2 miles long; and a 1.2-mile reach at the north end 8 feet deep by 100 feet wide. The project also includes maintenance of the East Waterway, south of and separated from the channel, to a depth of 30 feet.

Navigation problem.—The existing Snohomish River channel below the head of Steamboat Slough is not adequate for present and anticipated future navigation requirements.

Recommended plan of improvement.—Provides for (a) a channel 8 feet deep and 150 feet wide, with suitable widening at the bends, extending from the settling basin at 14th Street, Everett, up the Snohomish River to the head of Steamboat Slough, a distance of 5.3 miles; (b) a settling basin within the upper channel reach about 1 mile in length and with a capacity of 1 million cubic yards; and (c) rectification works at the heads of Steamboat and Ebey Sloughs to reduce sedimentation in the downstream section of Snohomish River. (The Chief of Engineers recommends deferment of construction of the rectification works until the need therefor has been determined by experience with maintenance dredging and model studies.)

Estimated cost.—

	Federal	Non-Federal	Total
Dredging and rectification works:			
With spoil deposited on land.....	\$3,011,000	¹ \$344,000	\$3,355,000
With spoil used for highway fill.....	3,054,000	² 301,000	3,355,000

¹ Includes cash contribution of \$71,000.² Includes cash contribution of \$28,000.*Project economics.—*

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$108,000	\$20,000	\$128,000
Maintenance.....	120,000	8,000	128,000
Maintenance of navigation aids.....	2,000		2,000
Total.....	230,000	28,000	258,000
Annual benefits:			
Reduction in log losses and handling costs.....			231,000
Transportation savings.....			355,000
Savings in mill operations.....			179,000
Savings in commercial fish processing.....			4,000
Recreational boating.....			1,000
Land enhancement.....			36,000
Total benefits.....			806,000

Benefit-cost ratio.—3.1.

Local cooperation.—Prior to construction, local interests must agree to (a) contribute in cash 0.9 percent of the first cost of construction if dredge spoil is used for highway fill, or 2.3 percent if the spoil is used for land fill, such contributions being presently estimated at \$28,000 and \$71,000, respectively, either sum to be paid in installments prior to commencement of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final allocation of cost to be made after actual costs have been determined; (b) furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction and subsequent maintenance, when and as required; (c) provide at local expense suitable disposal areas within 1 mile of the dredging sites, with bulkheads where required, or pay any extra cost of pumping dredged material to areas in excess of 1 mile; (d) hold and save the United States free from damages due to the construction and maintenance of the improvements; (e) provide and maintain at local expense suitable access channels and berthing areas; and (f) accomplish and maintain without cost to the United States alterations as required in sewer, water supply, drainage, and other utility facilities.

Comments of Federal and State agencies.—

Department of the Interior: No objection.

Department of Commerce: No objection.

State of Washington: No objection.

Comments of the Bureau of the Budget.—No objection to submission of report to Congress.

Remarks.—The committee was advised that the annual commerce on the Snohomish River for the past 10 years averaged 1,630,000 tons,

of which about 87 percent was rafted logs and 11 percent wood products. The main economy of Everett is connected with wood products, pulpwood, plywood, and kraft paper, with other industries dealing with commercial fishing, seafood processing, and farming. Along the reach of the proposed improvements there are five timber mills, employing about 3,000 persons. Navigation difficulties arise from insufficient depths, shoaling, and a meandering channel. Delays to towboats awaiting high tides frequently cause log shortages, forcing mills to close down. A shutdown of two mills for 1 day would cause a loss of about \$100,000. The committee notes the comments of the Governor of Washington, stating and requesting reconsideration of deferment of construction of the rectification works, because of the flood-control benefits that would be produced which would complement the States' flood-control program in the basin. The Chief of Engineers stated that the proposed rectification works would not reduce flood heights in the Snohomish River, and maintains his belief in deferment of the rectification works until its need is justified by experience with maintenance dredging and model studies. The committee considers the authorization of the entire project, including the rectification works, justified at the present time.

KAHULUI HARBOR, ISLAND OF MAUI, HAWAII

(H. Doc. 109, 86th Cong.)

Location.—Kahului Harbor is situated on the northern coast of Maui Island, 94 nautical miles southeast of the port of Honolulu and 125 nautical miles northwest of the port of Hilo.

Authority.—Resolution, House of Representatives, Committee on Public Works, adopted April 21, 1953.

Existing project.—Existing Federal project provides an east breakwater 2,850 feet in length, a west breakwater 2,390 feet in length, a harbor basin 2,000 feet long with a maximum width of 1,450 feet and an entrance channel 600 feet wide between breakwaters, all to a depth of 35 feet. Non-Federal improvements provide terminal facilities and an access street to the wharf.

Recommended plan of improvement.—Enlargement of the turning basin by dredging an area on the west end of the harbor 2,400 feet long and 600 feet wide to a 35-foot depth.

Estimated cost (price level, February 1958).—

Federal	\$944, 500
Non-Federal	205, 500
Total	1, 150, 000

Local cooperation.—Provide lands, easements, and rights-of-way; hold and save the United States free from damages; provide terminal facilities, utility alterations, and spoil-disposal area including dikes; contribute 3.1 percent of cost of basin enlargement presently estimated at \$30,200, for land enhancement benefits. Local interests have indicated they will meet the requirements of local cooperation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$34,000	\$7,200	\$41,200
Operation and maintenance.....	5,000	1,000	6,000
Total.....	39,000	8,200	47,200
Annual benefits:			
Navigation savings: Reduction of delays of vessel arrivals and departures, reduction of maneuvering time, prevention of vessel groundings.....			126,900
Land enhancement: Creation of new land by fill from dredging.....			8,300
Total.....			135,200

*Benefit-cost ratio.—2.9.**Comments of the Bureau of the Budget.—No objection.*

*Remarks.—*The proposed enlargement and deepening of the turning basin will increase the efficiency of vessel operations in the harbor and decrease damage from groundings, thereby lowering transportation costs of waterborne commodities in the area. The local nature of benefits resulting from land fill during dredging is equitably recognized in the proposed local cash contribution.

HILO HARBOR, HAWAII

The committee was advised of the terrible disaster that recently occurred at Hilo, Hawaii, as a result of severe seismic sea waves. This is not the first time that such a disaster has struck Hilo, and a survey of the area has been authorized. The report on the authorized survey will probably be transmitted to Congress late this year. The committee felt that the situation here was so critical, and of such an emergent nature, that authorization of remedial measures should not be delayed until receipt of the report and recommendations on such measures. It is believed that where the loss of lives, such as has occurred at Hilo, is taken into account, and where the hazard remains and further loss of life may occur at any time high tidal conditions prevail, without consideration of the property loss and damages, a project for alleviation of the conditions is economically justified. The committee expects the Corps of Engineers, in conducting its study of the project, to consider all alternate means of achieving the purpose of protecting lives and property from damages from seismic sea waves and other tidal waves and excessive high tides.

The committee requested the Corps of Engineers to furnish a report on the latest available information on the situation at Hilo. This report outlining the urgency of the early completion of protective works is included in the following communication:

HEADQUARTERS, DEPARTMENT OF THE ARMY,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, D.C., June 2, 1960.

HON. ROBERT S. KERR,
*Chairman Subcommittee on Flood Control—Rivers and Harbors,
Committee on Public Works, U.S. Senate.*

DEAR MR. CHAIRMAN: The following information concerning the proposal for construction of a seawall at Hilo Harbor is furnished in accordance with your recent request.

Our district engineer at Honolulu has essentially completed a report on Hilo Harbor to determine the advisability of construction of a seawall to protect against tidal waves and excessive high tides. His preliminary figures, based on a seawall designed and evaluated in the light of the tidal wave of 1946, indicate a construction cost of about \$5 million and a benefit-cost ratio of about 2 to 1. This wall would be about 2 miles long with a top elevation of 22 feet.

At this time we are not in a position to determine definitely the effect of the May 1960 tidal wave on this report. It will be necessary, as a minimum, to determine the relationship between the magnitude and characteristics of the recent wave as compared to the 1946 wave. Revisions in the plan of improvement and the economic analysis may be required. Preliminary analysis of the new data so far developed indicates that it may be desirable to increase the length of the wall by about one-half mile and increase its height by an undetermined small amount. Preliminary estimates indicate a revised total construction cost approximating \$7 million.

Although the district engineer's report has not been completed and reviewed in accordance with established procedures, available data indicate that protective measures, at least as extensive as previously contemplated, are warranted. The urgency of early protection is borne out by the latest damage figures which show 33 dead, 25 missing, more than 200 injured, and property damages of about \$50 million. The 1946 wave resulted in the loss of 96 lives and property damages of \$30 million at Hilo.

Sincerely yours,

WILLIAM F. CASSIDY,
*Major General, USA,
Assistant Chief of Engineers for Civil Works.*

WESSAGUSSETT BEACH, WEYMOUTH, MASS.—BEACH EROSION CONTROL
(H. Doc. No. 334, 86th Cong.)

Location.—In Norfolk County, about 10 miles southeast of Boston, on the south shore of the Weymouth Fore River, a branch of Boston Bay.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing Federal beach erosion control project.

Beach erosion control problem.—Gradual erosion of the beach and bluff has left substantial development, including a public road, in positions vulnerable to storm damage, and inadequate beach area for public recreation. Protective measures by local people have been inadequate.

Recommended plan of improvement.—Widen approximately 2,600 feet of beach to 125 feet, construct groins 375 and 350 feet in length, appurtenant drainage facilities and two rubble-mound walls each about 500 feet long.

Estimated costs (price level, December 1958).—

Federal (1/2)-----	\$132, 000
Non-Federal-----	264, 000
Total-----	396, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization-----	\$4, 900	\$10, 300	\$15, 200
Maintenance-----		700	700
Periodic sand fill-----		3, 400	3, 400
Total-----	4, 900	14, 400	19, 300
Annual benefits:			
Direct damages prevented-----			7, 200
Recreational-----			32, 700
Total-----			39, 900

Benefit-cost ratio.—2.1.

Local cooperation.—Obtain approval of the Chief of Engineers of plans and specifications and arrangements for prosecuting the work prior to its commencement (except for the Wessagussett Road section already started); provide lands, easements and rights-of-way; furnish satisfactory assurances that they will: (1) maintain the protective measures during their economic life (50 years), (2) control water pollution to the extent necessary to safeguard bathers, (3) maintain continued public ownership and administration for public use of shores upon which Federal aid is based, and (4) provide suitable appurtenant facilities necessary for realization of evaluated benefits.

Comments of State and Federal agencies.—

Commonwealth of Massachusetts: Water Resources Commission: Favorable and finds no harmful effects to Fish and Wildlife.

Town of Weymouth: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Restoration and stabilization of the beach and stabilization of the bluff at this location is believed essential for the protection of public property, and to provide a needed recreational area in this thickly populated area. The committee was advised the town of Weymouth has completed a portion of the proposed improvement, and that local interests intend to acquire the 500 feet of shore that is not in public ownership. The committee believes that the anticipated benefits justify the project.

PEMBERTON POINT TO CAPE COD CANAL, MASS.—BEACH EROSION CONTROL

(H. Doc. 272, 86th Cong.)

Location.—About 50 miles of shore frontage in the towns of Hull, Cohasset, Scituate, Marshfield, Duxbury, Plymouth, Bourne, and northerly tip of Sandwich; extending from Pemberton Point about 7 miles east of Boston on Massachusetts Bay to the northeastern end of the Cape Cod Canal on Cape Cod Bay.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (Cooperative study provisions).

Existing project.—No existing Federal beach erosion control project.

Beach erosion control problem.—The problem stems from general erosion of shores in an advanced state of development. Protective structures have eliminated former major sources of supply of beach material. The lack of suitable beaches results in damages to improvements. Beaches are also insufficient for recreational use.

Recommended plans of improvement.—Provide for: (a) at North Scituate Beach, Scituate: Widening 2,500 feet of beach to 125-foot width by direct placement of sandfill and periodic nourishment of the beach; (b) at Brant Rock, Marshfield: Widening 2,700 feet of beach to 125-foot width by direct placement of sandfill and raising the inshore end of an existing jetty to Brant Rock; and (c) at Town Beach, Plymouth: Widening 1,300 feet of beach to 125-foot width by direct placement of sandfill, construction of two 300-foot groins, and construction of about 165 feet of concrete seawall.

Estimated costs (price level, May 1957).—

	Federal	Non-Federal	Total
North Scituate.....	\$53,000	\$107,000	\$160,000
Brant Rock.....	49,300	98,700	148,000
Plymouth Town Beach.....	37,000	74,000	111,000
Total.....	139,300	279,700	419,000

Project economics.—

	Annual charges	Annual benefits	Benefit-cost ratio
North Scituate B.....	¹ \$10,100	\$18,550	1.8
Brant Rock.....	9,800	19,700	2.0
Plymouth Town Beach.....	8,800	11,545	1.3

¹ This figure includes \$4,500 for periodic nourishment of which the Federal share is estimated at \$1,500 per year for 1st 10-year period.

Local cooperation.—Obtain approval of the Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement; provide lands, easements and rights-of-way including, in the case of North Scituate Beach, acquisition by a public agency of ownership or suitable rights to operate North Scituate Beach as a public beach; assure maintenance and periodic nourishment of improvements; assure control of water pollution necessary to safeguard health of bathers; and assure continued public ownership or control and administration for public use of the project shores.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Commonwealth of Massachusetts: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended improvements consist of widening about 6,500 feet of beaches at three locations over a 50-mile section of shoreline in the Boston area. This is a highly developed residential and recreational area, where the beaches have gradually deteriorated

and wider beaches are needed for protection of the shore and for recreational use. The town of Scituate proposes to acquire the North Scituate Beach, which would place all the shore where work is proposed in public ownership. Periodic nourishment of that beach would be accomplished. The committee notes the proposed improvements are amply justified.

CAPE COD CANAL TO PROVINCETOWN, MASS., BEACH EROSION CONTROL

(H. Doc. No. 404, 86th Cong.)

Location.—About 70 miles of shore frontage on Cape Cod Bay in the towns of Sandwich, Barnstable, Yarmouth, Dennis, Brewster, Orleans, Eastham, Wellfleet, Truro, and Provincetown; extending along north shore of Cape Cod from northeastern end of Cape Cod Canal (about 50 miles southeast of Boston) to outer tip of Cape Cod.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing Federal beach erosion control project.

Beach erosion control problem.—Cape Cod is a growing resort area and its beaches are increasing in economic value. The beaches are subject to gradual erosion, except Provincetown Beach which is subject to rapid changes. Wider beaches are needed for protection of roads and buildings and for recreational use in several parts of the study area.

Recommended plans of improvement.—Provide for: (a) at Town Neck Beach, Sandwich: Widening 6,500 feet of beach to 125-foot width by direct placement of suitable sand fill and raising inshore end of existing east jetty of Cape Cod Canal; (b) at Thumpertown Beach, Eastham: Widening 1,500 feet of beach to 125-foot width by direct placement of suitable sand fill and construction of one groin about 300 feet long; and (c) at Provincetown Beach, Provincetown: Widening 1,600 feet of beach to 125-foot width by direct placement of suitable sand fill, construction of four groins and about 1,200 feet of concrete seawall, the placement of sandfill to be deferred until it is ascertained that the groins will not fill naturally to provide a satisfactory protective beach.

Estimated costs (price level, July 1959).—

	Federal	Non-Federal	Total
Town Neck Beach.....	¹ \$67,000	\$114,000	\$181,000
Thumpertown Beach.....	18,000	36,000	54,000
Provincetown Beach.....	93,000	186,000	279,000
Total.....	178,000	336,000	514,000

¹ Includes \$10,000 for raising existing jetty of Federal Project for Cape Cod Canal.

Project economics.—

	Annual charges	Annual benefits	Benefit-cost ratio
Town Neck Beach.....	¹ \$10,000	\$13,300	1.3
Thumpertown Beach.....	2,900	9,750	3.4
Provincetown Beach.....	12,800	20,300	1.6

¹ Includes \$3,000 for periodic nourishment of which the Federal share is estimated at \$1,000 per year for initial 10-year period.

Local cooperation.—Obtain approval by Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement; provide necessary lands, easements, and rights-of-way; assure maintenance (except for the Cape Cod Canal jetty) and periodic nourishment of improvements; assure control of water pollution necessary to safeguard health of bathers; and assure continued public ownership and administration for public use of the project shores.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

Commonwealth of Massachusetts: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvements consist of widening about 9,200 feet of beaches at three locations over a 70-mile section of the north shore of the peninsula extending from Cape Cod Canal to Provincetown. The south shore is highly developed and development of the north shore is rapidly expanding. The area is a summer resort area, but the beaches are generally subject to gradual erosion. Wider beaches are needed for protection of roads and buildings and for recreational use. Periodic nourishment of Town Neck Beach is believed suitable and economical. The committee believes this project conforms with existing law and policy, and notes that it is well justified.

SOUTH KINGSTOWN AND WESTERLY, R.I., BEACH EROSION CONTROL

(H. Doc. 30, 86th Cong., 1st sess.)

Location.—Rhode Island shore of Block Island Sound between Narragansett Bay and the Connecticut State line. Projects are at Matunuck Beach in South Kingstown and Misquamicut Beach in Westerly.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing beach erosion control project.

Plan of recommended improvement.—At Matunuck Beach provides for widening approximately 3,830 feet of beach generally to a 150-foot width, construction of eight groins each about 260 feet in length, and installation of sand fences. The construction of all the groins except for the most easterly one and that one near the middle of the shore frontage to be protected is to be deferred pending demonstration of need. At Misquamicut Beach provides for widening approximately 3,250 feet of beach generally to a 150-foot width and installation of sand fences. Also provides for periodic nourishment of the beach at Misquamicut.

Estimated cost.—

	Federal	Non-Federal	Total
Matunuck Beach.....	\$94,300	\$188,700	¹ \$283,000
Misquamicut Beach.....	46,000	92,000	¹ 138,000

¹ These figures do not include costs of new beach facilities necessary to assure realization of evaluated benefits and to be provided by local interests.

Local cooperation.—Assure maintenance and periodic nourishment of improvements; provide suitable appurtenant beach facilities to extent necessary for realization of evaluated benefits; provide lands, easements and rights-of-way; assure that no water pollution harmful to bathers will be permitted; assure continued public ownership and administration for public use of the project shores; and obtain approval of the Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement.

Project economics.—

Matunuck Beach:	
Annual charges	¹ \$54, 000
Annual benefits:	
Elimination of land loss	3, 400
Recreational	71, 600
Total	75, 000
Benefit-cost ratio	1. 4
Misquamicut Beach:	
Annual charges	² \$18, 200
Annual benefits:	
Elimination of land loss	4, 500
Recreational	83, 700
Total	88, 200
Benefit-cost ratio	4. 8

¹ This figure includes interest and amortization on cost of new beach facilities estimated at \$250,000.

² This figure includes interest and amortization on cost of new beach facilities estimated at \$200,000, and also includes a Federal share of periodic nourishment costs estimated at \$2,000 per year for 1st 10-year period.

Comment of the Bureau of the Budget.—No objection.

Remarks.—Restoring and stabilizing protected beaches at these localities is essential to fulfill public use of these shores, and is well justified by anticipated benefits. The State of Rhode Island plans to complete the project in Westerly during the summer of 1959, having already obtained approval of plans and specifications therefor.

ATLANTIC COAST OF LONG ISLAND, N.Y. FIRE ISLAND INLET TO MONTAUK POINT

Location.—The study area, which lies entirely in Suffolk County, comprises the easterly 83-mile length of the Atlantic shore of Long Island.

Report authorized by.—Public Law 520, 71st Congress, pertaining to cooperative beach erosion control investigations, and Public Law 71, 84th Congress, pertaining to hurricane investigations on the eastern and southern seaboard of the United States.

Beach erosion and hurricane problems.—This shore affords a recreation area for an increasing tributary population of presently more than 5 million persons. Erosion of the shore front is a serious threat to present use and future development of the shore for recreation purposes. The hurricane problems are related to the tidal flooding. Storm tides created by high winds and low barometric pressure have broken through the dunes and barrier reefs, along the shore with resultant heavy loss of life and extensive property damage on both the

ocean front and on the mainland along the inner bays. A recurrence of the hurricane tide of record, that of September 1938 when 45 lives were lost, would cause inundation and wave damages estimated at about \$53 million under existing conditions.

Recommended plan of improvement.—Widening the beaches along developed areas between Kismet and Mecox Bay to a minimum width of 100 feet at elevation 14 feet above mean sea level; raising the dunes to an elevation of 20 feet above mean sea level from Fire Island Inlet to Hither Hills State Park, at Montauk, and opposite Lake Montauk Harbor; planting grass on the dunes; constructing gated interior drainage structures at Mecox Bay, Sagaponack Lake, and Georgia Pond; constructing not to exceed 50 groins, if needed; and Federal participation in the cost of beach nourishment for a period not to exceed 10 years from the year of completion of a useful nourishment unit.

Estimated cost (price level of January 1958).—

Federal.....	\$19, 400, 000
Non-Federal.....	18, 800, 000
Total.....	38, 200, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$688, 700	\$665, 900	\$1, 354, 600
Beach nourishment.....	18, 000	393, 000	411, 000
Maintenance.....		267, 500	267, 500
Total.....	706, 700	1, 326, 400	2, 033, 100
Annual benefits:			
Beach loss prevention.....			\$592, 900
Additional beach use.....			1, 400, 000
Hurricane damage prevention.....			3, 302, 100
Total.....			5, 295, 000

Benefit-cost ratio.—2.6.

Local cooperation.—(a) Provide without cost to the United States all lands, easements, and rights-of-way, including borrow areas, necessary for construction of the project; (b) accomplish without cost to the United States all alterations and relocations of buildings, streets, storm drains, utilities, and other structures made necessary by the construction; (c) bear 49 percent of the total cost, a sum presently estimated at \$18,800,000, to consist of the items listed in (a) and (b) above and a cash contribution now estimated at \$16,200,000 or, if any section is undertaken separately the apportionment of the first cost will be as shown in the district engineer's report, with due regard to change in public use and ownership and other changes prior to construction; provided that the cash contribution be paid either in a lump sum prior to commencement of the entire project, or in installments prior to commencement of pertinent items, in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs and values have been determined; (d) hold and save the United States free from damages due to the construction works; (e) maintain all the works and undertake periodic beach nourishment after completion in accordance with

regulations prescribed by the Secretary of the Army, except that for a period of 10 years after completion of a useful nourishment unit the Federal Government would contribute, dependent on conditions of public use and ownership and other changes at the time of construction, an amount for the entire project now estimated at \$18,000 annually; (f) maintain during the economic life of the project continued public ownership of the non-Federal publicly owned shores and continued availability for public use of privately owned shore equivalent to that upon which the recommended Federal participation is based; (g) adopt appropriate ordinances to provide for the preservation of the dunes and their protective vegetation; (h) control water pollution to the extent necessary to safeguard the health of bathers; (i) obtain approval of the Chief of Engineers of detailed plans and specifications for the work contemplated and arrangements for its prosecution, prior to commencement of any work on the beach protection phase of the project for which Federal participation is planned, if undertaken separately from the recommended combined project; and (j) contribute in cash toward the cost of hurricane protection works constructed under this plan, in addition to the apportionment required in (c) above, an amount equal to the increased Federal cost resulting from separate construction of the beach protection works referred to in item (i) above. Local interests are willing and able to provide the required local cooperation.

Comments of State and Federal agencies.—

Department of Interior, favorable.

Department of Health, Education, and Welfare, favorable.

State of New York, favorable to beach erosion control.

*Remarks.—*The residential and recreational development of this area is growing rapidly. Erosion of the shore front and the hazard of tidal flooding is a serious threat to present use and future development of this area for recreational purposes, which is near the largest concentration of population in our Nation, and where many State and other public bodies have spent large sums for recreational development. Federal participation in the recommended improvements is believed justified, and in conformance with existing procedure on beach erosion control and hurricane-flood protection projects. The committee has included this project under the beach erosion control section realizing that it is a combination beach erosion control and hurricane flood protection project. It would appear also that the improvement recommended, by stabilizing the beach and inlets, with the interior drainage structures, would also have an indirect benefit to navigation. It is noted there will be Federal participation in annual beach nourishment for 10 years, but the major beach nourishment and annual maintenance features are to be performed by local interests. The economic ratio of this project is exceptional and the committee was impressed with the testimony received at hearings on this project and considers its authorization is desirable and justified and will form a basis for long-range improvement in the area.

NEW JERSEY COAST—BARNEGAT INLET TO DELAWARE BAY, BEACH
EROSION CONTROL

(H. Doc. 208, 86th Cong.)

Location.—Area comprises about 82 miles of the Atlantic coast of New Jersey in Ocean, Atlantic, and Cape May Counties, and extends from Barnegat Inlet in Ocean County to the Delaware Bay entrance to the Cape May Canal in Cape May County.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—Beach erosion control projects at Atlantic City, Ocean City, and Cape May City have been partially completed. The Ocean City and Cape May City projects providing for beach fill and deferred groin construction are reviewed in this report.

Beach erosion control problem.—This shore is extensively developed as a summer resort area, attracting patrons from all over the United States. Despite individual efforts of local communities at providing protective structures, extensive property damage results from the more severe storms. Shore erosion is also associated with irregularity of supply of beach material moving naturally across the major inlets.

Recommended plan of improvement.—Provides for new projects at—

(a) Barnegat Light: Constructing 180 feet of stone revetment and 90 feet of timber bulkhead, reconstructing and extending an existing stone groin, constructing two new timber groins, deferred widening of 1,200 feet of beach by direct placement of sand fill and periodic nourishment of the beach;

(b) Long Beach Island: Widening 13,400 feet of beach by direct placement of sand fill; construction of four groins and periodic nourishment of the beach;

(c) Ventnor, Margate, and Longport: Widening 5,500 feet of beach at Longport by direct placement of sand fill and periodic nourishment of the entire beach at appropriate locations;

(d) Stone Harbor: Widening 8,400 feet of beach by direct placement of sand fill and periodic nourishment of the beach at appropriate locations;

(e) North Wildwood: Widening 2,700 feet of beach by direct placement of sand fill and periodic nourishment of the beach, and modification of existing projects to provide in lieu of remaining work;

(f) Ocean City: Widening 10,100 feet of beach to 300-foot width, extension of seven existing groins and periodic nourishment of the beach; and

(g) Cape May City: Widening 12,700 feet of beach by direct placement of sand fill and placement of a feeder beach east of the widened beach, deferred construction of three new timber groins and extension of two existing stone groins, and periodic replenishment of the feeder beach as necessary.

Estimated costs.—

	Federal	Non-Federal	Total
Barnegat Light.....	\$98,600	\$198,400	\$297,000
Long Beach Island.....	240,700	543,300	784,000
Ventnor, Margate, and Longport.....	59,700	127,300	187,000
Stone Harbor.....	82,000	171,000	253,000
North Wildwood.....	11,000	23,000	34,000
Ocean City.....	813,600	1,697,400	2,511,000
Cape May City.....	408,400	917,600	1,326,000
Total.....	1,714,000	3,678,000	5,392,000

*Project economics.—*Annual charges: ¹

Barnegat Light.....	\$29,000
Long Beach Island.....	578,000
Ventnor, Margate, and Longport.....	58,000
Stone Harbor.....	46,000
North Wildwood.....	22,000
Ocean City.....	319,000
Cape May City.....	153,000

Annual benefits:

Barnegat Light.....	\$121,000
Long Beach Island.....	990,000
Ventnor, Margate, and Longport.....	92,000
Stone Harbor.....	244,000
North Wildwood.....	135,000
Ocean City.....	1,167,000
Cape May City.....	275,000

¹ Include Federal share of periodic nourishment costs estimated at \$275,000 per year for 1st 10-year period.

Benefit-cost ratio.—

Barnegat Light.....	4.2
Long Beach Island.....	1.7
Ventnor, Margate, and Longport.....	1.6
Stone Harbor.....	5.3
North Wildwood.....	6.1
Ocean City.....	3.7
Cape May City.....	1.8

Local cooperation.—Obtain approval by Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement; provide necessary lands, easements, and rights-of-way; furnish assurances that they will maintain the protective measures during their economic life (including periodic nourishment at suitable intervals), control water pollution to extent necessary to safeguard bathers, and maintain continued public ownership or administration for public use of the shores upon which Federal participation is based.

Comments of State and Federal agencies.—

State of New Jersey: Favorable.

Department of the Interior: Favorable, but requests that U.S. Fish and Wildlife Service and New Jersey Division of Fish and Game participate in project planning in determining acceptability of specific dredging sites.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended improvements consist of a total length of about 12.5 miles of beach widening at seven locations along the southern 82 miles of the New Jersey coast, and appurtenant structures. This is one of the most highly developed areas in the United

States, most of which is public property. This coastline is subject to storms from the northeast and to tropical hurricanes from the south which cause extensive damages and erosion of the beaches. There are numerous inlets in this area, which with jetties at existing navigation inlets, obstruct the littoral drift of sand to the south and further complicate the regular supply of sand to the beaches. The committee considers that construction of the proposed improvements and annual maintenance are justified and in accordance with existing policy, and are essential to protect a very valuable resource of the country.

KEY WEST, FLA., BEACH EROSION CONTROL

(H. Doc. 413, 85th Cong.)

Location.—The south shore of the island of Key West, one of the more westerly islands of the chain separating the Straits of Florida from the Gulf of Mexico.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing beach erosion control project.

Plan of recommended improvement.—Provides for restoration of protective beach with the berm 100 feet wide at elevation 4 feet above mean high water along a 6,200-foot section of shore fronting South Roosevelt Boulevard, the beach to be comprised of a 2-foot layer of sand over a rock core and the rock to be excavated from a trench immediately offshore. Also provides for periodic nourishment of sand to beach to replace alongshore losses.

Estimated cost.—Project document (1957):

Federal.....	\$231, 200
Non-Federal.....	462, 400
Total.....	693, 600

Local cooperation.—Obtain approval of the Chief of Engineers for plans and specifications and arrangements for prosecuting the work prior to its commencement; provide lands, easements, and rights-of-way; assure maintenance and periodic nourishment of improvements; assure that no water pollution harmful to bathers will be permitted; and assure continued public ownership and administration for public use of the project shores.

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$8,200	\$16,300	\$24,500
Periodic nourishment:			
(a) To replace alongshore losses.....	¹ 11,800	23,500	35,300
(b) To replace offshore losses.....		16,600	16,600
Total.....	20,000	56,400	76,400
Annual benefits:			
Direct damages prevented.....			28,800
Increased earning power of property.....			114,000
Recreation.....			55,200
Total.....			198,000

¹ This Federal contribution would be for the 1st 10 years of project life. Over the 50-year project life, the annual Federal share of such nourishment costs would be equivalent to (\$11,800 times 10/50) or \$2,360.

Benefit-cost ratio.—2.6.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed Federal participation in this project is in accordance with the policy in Public Law 826, 84th Congress. Restoration of the beach at Key West will provide important recreational and shore protection measures which are now lacking.

PRESQUE ISLE PENINSULA, ERIE, PA., BEACH EROSION CONTROL

(H. Doc. 397, 86th Cong.)

Location.—On the south shore of Lake Erie at Erie, Pa., about 78 miles southwest of Buffalo, N.Y., and about 20 miles east of the Ohio State line.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—Authorized by River and Harbor Act of 1954 (H. Doc. 231, 83d Cong.). Constructed in 1955–56, it provided 4,200,000 cubic yards of sand fill distributed over the western portion of the peninsula and in feeder beaches, and a seawall, bulkhead, and system of 11 groins along the neck section of the peninsula at a cost of \$2,451,269 with a Federal share of one-third thereof.

Beach erosion control problem.—Presque Isle Peninsula consists almost entirely of a State park and is a very popular area for outdoor recreation. It also affords shelter to the federally improved harbor at Erie from the open waters of Lake Erie. The existing project includes periodic replenishment of beach fill as a project feature to be accomplished by local interests. The passage of Public Law 826, 84th Congress, approved July 28, 1956, permits Federal participation in periodic nourishment of beaches. Review of the existing project to determine nourishment requirements and eligibility for Federal participation toward its cost was desired.

Recommendation.—Modification of existing project to authorize Federal contribution of one-third the costs of periodic replenishment of beach fill for a period of 10 years from the year of the first major nourishment operation. The required rate of nourishment is estimated at 154,000 cubic yards annually.

Estimated costs (price level, February 1959).—The estimated cost of periodic nourishment, a responsibility of local interests under the existing project, is \$168,000. The recommended modification of the project provides for Federal participation in this cost, as follows:

Federal.....	¹ \$56, 000
Non-Federal.....	² 112, 000
Total.....	168, 000

¹ Per year for 1st 10 years.

² Per year for 1st 10 years (\$168,000 thereafter).

Project economics.—Overall project, including initial construction completed 1955–56 at a total cost of \$2,451,269.48:

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$28, 800	\$57, 600	\$86, 400
Groin maintenance.....		7, 000	7, 000
Beach nourishment.....	¹ 56, 000	112, 000	168, 000
Total.....	84, 800	176, 600	261, 400
Annual benefits:			
Prevention of damages.....			30, 000
Elimination of maintenance.....			50, 000
Recreation.....			250, 000
Total.....			330, 000

¹ For 10 years.

Benefit-cost ratio.—1.3 (for overall project).

Local cooperation.—Conditions for Federal participation to be modified to require that local interests provide the recommended periodic nourishment as may be required to serve its intended purpose, subject only to the recommended Federal assistance thereto.

Comments of State and Federal agencies.—

Commonwealth of Pennsylvania: Favorable.

Department of Interior: Favorable.

Comments of Bureau of the Budget.—Favorable.

Remarks.—Modification of the existing beach erosion control project at Presque Isle Peninsula to provide for Federal participation in periodic replenishment of beach fill for a period of 10 years is considered justified and in accordance with the policy established by Public Law 826, 84th Congress. The recommended improvements will return large benefits to an extensive area, and permit increased recreational use of an area composed largely of a State park, and will also assist in prevention of damages to the Federal navigation project at Erie Harbor.

ORANGE COUNTY (NEWPORT BAY TO SAN MATEO CREEK), CALIF., BEACH EROSION CONTROL

(H. Doc. 398, 86th Cong.)

Location.—In southern California about 40 miles southeast of Los Angeles. The southernmost 25 miles of Pacific Ocean shore of Orange County.

Report authorized by.—Section 2 of River and Harbor Act approved July 3, 1930 (cooperative study provisions).

Existing project.—No existing Federal beach erosion control project.

Beach erosion control problem.—Continuing erosion of the protective beach at Doheny Beach State Park has progressed to the stage where immediate remedial action is required. State park facilities and private development at Capistrano Beach colony are threatened.

Recommended plan of improvement.—Restore 6,000 feet of protective beach to minimum 100-foot width at Doheny Beach State Park by placing about 329,000 cubic yards of suitable sand on the beach, constructing a 250-foot groin at the west side of San Juan Creek and providing periodic nourishment at the estimated rate of 23,000 cubic yards per year.

Estimated costs (1958 price level).—

Federal ($\frac{1}{3}$).....	\$256, 000
Non-Federal.....	512, 000
Total.....	768, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$9, 000	\$18, 100	\$27, 100
Groin maintenance.....		200	200
Periodic sand fill.....	¹ 16, 600	33, 400	50, 000
Total.....	25, 600	51, 700	77, 300
Annual benefits:			
Prevention of damages.....			40, 500
Recreational.....			64, 500
Total.....			105, 000

¹ For 1st 10-year period following completion of initial fill only.

Benefit-cost ratio.—1.4.

Local cooperation.—Obtain approval by the Chief of Engineers of plans and specifications and arrangements for prosecuting the work prior to its commencement; provide necessary lands, easements and rights-of-way; furnish satisfactory assurances that they will: (1) Maintain the protective measures during their economic life (50 years) including periodic nourishment, (2) control water pollution to the extent necessary to safeguard bathers, and (3) maintain continued public ownership and administration for public use of shores upon which Federal participation is based.

Comments of State and Federal agencies.—

State of California: Favorable.

Department of the Interior: Favorable.

Comments of Bureau of the Budget.—No objection.

Remarks.—The committee was informed that the shore at Doheny Beach State Park is subject to serious erosion associated with the irregularity of supply of beach material from San Juan Creek, and that this popular beach is threatened with destruction. The recommended improvements will prevent possible damages to property in the area, and permit full use of the beach and State Park for recreational purposes. The committee considers these improvements are fully justified.

SECTION 102

This section is similar to that in the 1954 and 1958 River and Harbor Acts. It provides for reimbursement of local interests for work done by them on beach erosion projects authorized in section 101 subsequent to the initiation of the cooperative studies which form the basis for the project. Certain restrictions and limitations are included to safeguard the interests of the United States. The provision has been considered equitable in previous legislation, and the committee considers that it should also apply to beach erosion control projects included in this bill.

SECTION 103

Section 2 of the Rivers and Harbors Act, approved July 3, 1930 (46 Stat. 945), authorized the Chief of Engineers in cooperation with appropriate State agencies, to investigate, study, and devise effective means of preventing erosion of the shores of coastal and lake waters by waves and currents. In order to assist him in this work the Chief of Engineers was further authorized to appoint a board of seven members four officers of the Corps of Engineers and three from among the State agencies cooperating with the Department of the Army. The law provides that the salaries of the civilian members be paid by their respective States but that their traveling and other necessary expenses be paid by the Corps of Engineers. This organization has been designated as the Beach Erosion Board.

Subsequent legislation broadened the scope of activities which the Board is authorized to undertake by including general as well as cooperative investigations with a view to preventing shore erosion and determining the most suitable methods for the protection, restoration, and development of beaches. The cost of these investigations is borne wholly by the United States.

While the original enactment did not provide for Federal participation in the cost of any construction which might be included in a recommended plan of improvement subsequent legislation (see sec. 426e of title 33 of the United States Code) now declares it to be the policy of the United States to assist in the construction of works for the restoration and protection against erosion of the shores of the United States. The amount of Federal contribution to a given project is based on the degree of public benefit however such contribution may not exceed one-third of the project cost the balance to be paid by the State municipality, or political subdivision in which the project is located.

The Beach Erosion Board, in making its report on any cooperative investigation, is required by law (sec. 2, act of July 31, 1945; 59 Stat. 908) to state its opinion as to (a) the advisability of adopting the project; (b) what public interest, if any, is involved in the proposed improvement; and (c) what share of the expense, if any, should be borne by the United States.

Since legislation subsequent to the original enactment now provides for Federal contribution to the construction of such projects and the Beach Erosion Board is charged with the additional responsibility of recommending the amount of such Federal contribution, it would appear to be appropriate to delete the implication that civilian members of the Board serve thereon as representatives of their respective States or cooperating agencies.

Accordingly, the purpose of section 103 is to delete from section 2 of the 1930 act the requirements that civilian members of the Board be selected from among the State agencies cooperating with the Department of the Army and that their salaries be paid by their respective States. In lieu thereof, the proposed legislation provides that the civilian members of the Board shall be selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection, preferably from among the State agencies cooperating with the Department of the Army. It is further provided that such civilian members shall be paid not in excess of \$100 per day

for each day of attendance at Board meetings, not to exceed 30 days per annum, in addition to their traveling and other necessary expenses, which sums are to be paid by the Department of the Army.

In addition to attendance at Board meetings, members devote considerable time and effort in preparing for the meetings due to the increasing number, size, and complexity of projects being considered. Accordingly, the compensation of civilian members of the Board for attendance at Board meetings, which is provided for by this section, is considered to be just and reasonable.

In addition to the foregoing, changes in the 1930 act, this section also includes some desirable editorial changes.

The committee was advised that enactment of section 3 would cost the Department of the Army not more than \$9,000 annually.

SECTION 104

The purpose of this bill is to authorize the Secretary of the Army to donate and convey by quitclaim deed to the Ship Canal Authority of the State of Florida, all of the right, title, and interest of the United States in 6,175.21 acres of land acquired by condemnation proceedings in Putnam and Marion Counties, Fla., during the period 1930-35 to be used as right-of-way for the Atlantic-gulf ship canal project.

During the period 1930-35 the Ship Canal Authority of the State of Florida acquired 12,980 acres of land in its own name and at its own expense for conveyance to the United States for use in connection with the proposed Atlantic-gulf ship canal, authorized by the Emergency Relief Appropriation Act of 1935. The authorization required local interests to provide land required for the project purposes. However, the ship canal authority did not have the power of eminent domain and requested the United States to institute condemnation proceedings for the acquisition of those lands required for the project but which could not be acquired by direct purchase. In the condemnation proceedings the United States acquired title to 6,175.21 acres of land at a cost of \$71,700 which was paid by the ship canal authority.

Construction on the Atlantic-gulf ship canal project consisted of incompletd abutments, piers for a bridge, and canal excavations, performed by the United States as an emergency relief project at an aggregate cost of \$4,535,867. The canal project was modified and redesignated the cross Florida barge canal by the act of July 23, 1942. No funds have been appropriated for construction of the project since its authorization.

While not required for project purposes, a large portion of the land acquired by the United States has been leased for agricultural and grazing purposes. Seventy-five percent of the funds received from such leasing is returned to the State of Florida for public purposes in the counties in which the land is situated. Several easements for road rights-of-way and right-of-way for an electric transmission line have been granted by the Department of the Army, during the time title to the land has been held by the United States. Some timber has also been sold from the land.

The committee was advised that the Federal and State lands are interspersed. The cost of the management of the lands and other

resources could be reduced if title were centralized in either the State or Federal Government. Since the ship canal project is now inactive, and the barge canal project would result in requiring a different area of land than that which would be required for the ship canal, the committee does not believe that transfer of the ship canal authority lands to the United States at this time is justified. Further, the Florida Ship Canal Authority desires to sell those lands that will not be required for the modified barge canal project, and to use the funds to acquire new lands that will be required for the barge canal project.

The committee believes this procedure advisable, and believes the language of section 104 adequately protects the interests of the Federal Government, and also gives the ship canal authority sufficient latitude to sell lands not required for the modified project. These required lands will remain readily available for reconveyance to the United States when needed, and construction heretofore performed will be maintained and preserved.

SECTION 105

Under present plans for the Missouri River bank stabilization project, a cutoff will be constructed in the Middle Decatur Bend area. A pile and stone fill training structure will be constructed at the upper end of the cutoff to close off the abandoned channel. All of the riverflow will be diverted into the new channel except for minor leakage through the stone structure.

The abandoned channel, about $2\frac{1}{2}$ miles in length, would under present plans for construction, eventually fill with silt since the proposed diversion structure is not an impervious one. Local interests have proposed that the abandoned channel be developed for use as a recreational lake and desire to have a dredge fill placed across both ends of the present river channel and a levee constructed along the left bank of the new cutoff so that silting in the old channel would be prevented. Preliminary estimates for the hydraulic fills across the present river channel and the levee, which would be additional to work now authorized, indicate that the cost would be about \$155,000.

The schedule for construction for the authorized cutoff provides for building the revetments along the concave banks of the new alinement this summer. A contract for excavation of the pilot canal will be advertised in the fall of this year, with removal of the pilot canal plug and diversion of the river accomplished in the spring of 1961. The most advantageous program would be to have the dredge fill plugs constructed as soon after diversion as practicable and the levee constructed concurrently with the revetment work. This schedule would hold silting in the proposed lake to a minimum and provide for the most economical construction program.

The committee believes that authorization of the construction desired by local interests is necessary in order that the proposed work can be incorporated into the scope of the authorized Missouri River bank stabilization project, and advantage taken of the economic possibility for constructing the project at this time when other work is being done in the vicinity. The committee realizes that a formal investigation of this problem and a report thereon, has not been made by the Corps of Engineers, but it believes that the development

of this recreational lake in the old bend of the Missouri River is economically justified, meets the desires of local interests, will provide benefits over a iwde area, and reeommends authorization of the project.

SECTION 106

The Hildebrand lock and dam on the Monongahela River above Morgantown, W. Va., is nearing completion. During construction of this project, the contractor improved an existing road to the vicinity of the damsite for access purposes and for delivery of material and supplies. Further improvement of the road is necessary to permit its use as a permanent access road to the completed project. The committee was advised that an agrcement has been reached between the Corps of Engineers and the West Virginia State Highway Department on this matter. It is believed that this legislation is necessary to permit the Corps of Engineers to make the necessary improvements to this road as a project feature of the Hildebrand lock and dam, and its use as a permanent access road to the project.

SECTION 107

Section 107 would authorize the Seeretary of the Army to allot from river and harbor appropriations not to exceed \$2 million for any one fiscal year for construction of small river and harbor improvement projects not authorized by Congress, which will result in substantial benefit to navigation, when in the opinion of the Chief of Engineers such work is advisable. The section provides that not more than \$200,000 shall be allotted at any single locality for each fiseal year, that certain local cooperation provisions shall apply, and that the projects shall not commit the United States to any additional improvement, other than routine maintenance. The provisions would apply to low water access navigation channels from the existing channel of the Mississippi River to established harbor areas located along that stream.

The Corps of Engineers now has authority for construction of small flood control projects, with a limit on costs of \$400,000, without specific congressional authorization. The committee was advised of the desirability of having similar authority with respect to small navigation projects. In addition, the committee was advised of several locations on the Mississippi River where the river has moved away from established harbors, leaving grain elevators, wharves, and docks, without access to the river ehannel. Section 107 would provide the necessary authority to dredge and maintain a navigation channel from the ehannel in the Mississippi River to those harbors.

The committee reeommends enactment of this section, and has included the following criteria to insure that economic projects are selected, and to protect the Federal investment.

- (1) The projects will be approved by the Chief of Engineers;
- (2) Economic justification is required as for flood control projects;
- (3) The allotment shall complete the Federal part of the project;
- (4) Local interests are required to furnish lands, and in the discretion of the Chief of Engineers may be required to hold and save the United States free from damages, and provide additional

requirements of local cooperation deemed necessary by the Chief of Engineers;

(5) Authorize the Chief of Engineers in his discretion to require non-Federal cost sharing because of the recreational or otherwise local nature of benefits;

(6) Provide that projects constructed under this authority shall be considered as authorized projects, for purposes of maintenance.

SECTION 108

The purpose of this section is to authorize the Secretary of the Army to convey surplus lands at water resource development projects to a State, political subdivision thereof, port district, port authority, or other body created by a State or through a compact created between two or more States, at the fair market value as determined by the Secretary, whenever he determines that the development of public port or industrial facilities will be in the public interest, will not interfere with the operation and maintenance of the project, and that the disposition of the property for these purposes will serve the objectives and purposes of the project within which the land is located. Where more than one applicant seeks the same land, the Secretary will give preference to the body whose intended use of the land would in his opinion best promote the purposes for which the project was authorized. Terms, conditions, reservations, and restrictions deemed necessary for development, maintenance, or operation of the project would be included in the deed of conveyance. Public notice would be given prior to conveyance of any land, and proceeds would be covered into the Treasury as miscellaneous receipts.

The Flood Control Act of 1944 authorizes the Chief of Engineers to construct, maintain, and operate public parks and recreational facilities in the Corps of Engineers reservoir areas, and to grant leases and licenses for park and recreational purposes, with preference to Federal, State, or local governmental agencies, which may also be granted use of property, without monetary consideration, for any public purpose whenever the Secretary of the Army determines it to be in the public interest. The Secretary may grant leases for non-excess property, and easements for rights-of-way across reservoir land, upon receipt of adequate consideration, when considered to be in the public interest. Public agencies frequently experience difficulty in selling bonds for construction of port or other facilities on leased property, as bondholders require that such agencies possess title in fee to the land on which their installations are to be located.

It has been the policy of the Corps of Engineers to review the requirements of the water resource development projects, and to make available any parts that can either be disposed of as no longer required, or leased when not required for the time being. Recognizing the benefits to be derived from public facilities at reservoir projects, their development by interested States and local agencies had been encouraged under leases granted pursuant to existing authority.

When land is no longer required for any departmental use it is reported to the General Services Administration for disposal or reassignment in accordance with the Federal Property and Administrative Services Act. Although that act authorizes the negotiated disposal of real property in specified circumstances, including sales to States and

their political subdivisions, there is no authority to grant an absolute priority for the sale of real property to States and local agencies for port and industrial development. Section 108 would provide the Secretary of the Army with authority for that specific purpose.

The committee believes that if real property at water resource projects is to be disposed of, in order to permit its use in furtherance of the development of port and industrial facilities by public bodies and agencies, adoption of section 108 as recommended by the committee is highly desirable. It is realized that the major portion of available land that might be used for the purposes of this section is located at reservoir projects, yet the provisions would be applicable to any navigation or water resource development where surplus real property is available.

The committee is specific that the land conveyance authorized by this section is to be used only for public port or industrial facilities, and not for recreational development. It is considered desirable to defer any authorization for the sale of land for recreational facilities until completion of the pending report of the Outdoor Recreation Resources review Commission, which will be in about 2 years.

The committee is aware of the tremendous industrial expansion that has taken place adjacent to many of our water resource development projects, and believes that with the increased growth of the waterborne commerce of our Nation, such expansion will continue. Additional port and industrial sites along our waterways and around the reservoir areas will be required. Accordingly, the committee heartily endorses this proposal.

SECTION 109

NAVIGATION SURVEYS

Prospect Harbor, Maine.

Calf Island between Roque Bluffs and Seawall Point, Mass.

Green Harbor, Marshfield, Mass.

Nauset Harbor, Mass.

Eel Pond, Menauhant, Mass.

Pleasant Bay, Mass.

Rye Harbor (Playland, Marina), N.Y.

Sturgeon Creek, Middlesex County, Va.

Beresford Creek, S.C.

Channel across Santa Rosa Peninsula and Santa Rosa Island, Fla., to connect East Bay with Santa Rosa Sound and Little Sabine Bay with the Gulf of Mexico.

Channel from vicinity of Avalon, Fla., to the waters of Escambia Bay.

Lake Pontchartrain, La.

Washburn Harbor, Wis.

Little Bay De Noc, Mich.

Ship canal between Tacoma and Seattle, Wash.

Point Roberts, Wash.

Deepwater harbor in Maalaea Bay Area, island of Maui, Hawaii.

Deepwater harbor at Kahaluu, island of Oahu, Hawaii.

SECTION 110

This section provides that title I may be cited as the "River and Harbor Act of 1960."

TITLE II—FLOOD CONTROL

The flood control items which are included under title II of H.R. 7634 will provide the basis for a logical and orderly continuation of the national program of flood control throughout the country, in which the Federal Government has been actively engaged for a number of years. All but one project included in the bill as it passed the House of Representatives remains in the bill, and in addition 29 new flood control projects and 12 modifications of authorized projects have been added by the committee. The committee has also included increases in monetary authorization for comprehensive basin plans. This is believed necessary since the remaining authorization is not sufficient to carry on the present rate of appropriation through fiscal year 1961, and the increase in the basin authorizations in the House bill would cover a period of only 2 years, fiscal years 1961 and 1962. The committee feels the authorizations should be increased by an amount adequate to permit continuation of the program through fiscal year 1963, in order to prevent costly work stoppages, and to avoid jeopardizing the investment already made by the Federal Government.

Interest in a Federal flood control program began during the middle of the last century and culminated in the formation of the Mississippi River Commission by Congress in 1879, and of the California Debris Commission in 1893. As the result of the studies made by these bodies, projects were established by law on the Sacramento River in 1917 and in the alluvial valley of the Mississippi River in 1928. It was recognized that the control of a major stream system like the lower Mississippi was far beyond the ability of local communities or even States. The experience gained in this early work brought forth the recognition of the need for protecting lives and property from floods in other sections of the country.

Flood control as a national policy firmly established by the Flood Control Act of 1936, which stated as a declaration of policy that floods constituted a menace to national welfare and that it was the sense of Congress that flood control is a proper activity of the Federal Government in cooperation with States and local interests, where the benefits are in excess of the estimated costs and if the lives and social security of the people are otherwise adversely affected. From that beginning there has grown the important flood control program undertaken by the United States, which has progressed at a satisfactory rate throughout our country.

Although presently authorized projects are well dispersed throughout the Nation, there are many areas where flood problems are acute and which are now within the areas intended to be protected by authorized projects. The potential flood losses in the United States in the main river valleys and the major tributaries would amount to about \$1 billion a year if there were no completed flood control works. The reduction of \$½ billion a year in flood damage being achieved by flood control works now in operation still leaves a balance of about \$500 million average annual loss. The projects included in this title

represent a long stride along the road toward adequate protection of the lives and property of the American people from devastating floods. Some of these areas, for which projects have been recommended by the Corps of Engineers, are considered to warrant immediate attention, either because of the high rate of return on the Federal investment or because of the serious menace to life and community welfare which now exists. The committee believes that an urgent need exists for authorization of these flood control projects so that prompt action may be taken to alleviate the flood menace in these localities, and to complement the large Federal flood control program.

The committee would like to call particular attention to the data that has been presented that flood damages prevented to date by completed flood-control projects are estimated to total over \$9 billion, or 3 times the cost of the improvements. About \$6 billion of these prevented damages are credited to the Mississippi River project which has been in existence about 30 years. Other flood-control improvements have been effective on an average of about 10 years and have produced benefits of \$3 billion, which is in excess of their cost. These are the projects that are frequently referred to in the press and on the radio as pork-barrel or log-rolling projects. When floods cover a section of the country or inundate a city, the newspapers are filled with headlines about lives lost, the homes that are flooded, families that are evacuated from their homes, highways that are closed or destroyed, industries that are idle, power and other utilities that are inoperative, and the suffering and economic loss that is incurred, and the projects that would prevent or alleviate these catastrophes are not then referred to as pork-barrel projects. The losses and damages that are threatened are reported in millions of dollars. Projects that have already paid for themselves through damages prevented will continue to return large additional dividends to the people of the United States throughout the remainder of their useful lives.

It is recognized that flood control is only one of the many purposes for which our water resources should be developed and conserved. Congress has always given adequate recognition of the various purposes of the water-conservation programs in the major river basins of the United States. Many of the projects submitted to the committee are multiple-purpose projects giving full weight to the various important purposes for which water-resource programs should be developed. In the opinion of the committee, the projects and basin plans included in H.R. 7634 give full weight to the navigational possibilities; the development of hydroelectric power; the conservation of water for municipal, industrial, and agricultural uses; the utilization of recreation potentialities in connection with reservoirs; the preservation of fish and wildlife; the abatement of stream pollution; and the provision of improved sanitary facilities.

The committee believes that despite the availability of a large backlog of authorized flood-control projects, there is constant need for review and reanalysis of the program and for the authorization of modifications and additions, not only because of the occurrence of major floods which may require changes in the formulation of a river basin plan, but also to keep pace with technological and economic changes which may occur in a river basin or in a locality. The flood-control scheme is constantly growing and changing in accordance with the growth and development of the country, particularly in

suburban areas, and the accumulation of more knowledge of the behavior of streams and floods, and of the cyclic pattern of our weather, will aid in flood forecasting and prevention of flood damages in many localities.

The projects included in H.R. 7634 have all been reported upon by the Corps of Engineers in accordance with instructions from the Congress, except in the case of a few extreme emergency situations. Local interests have been afforded the opportunity of expressing fully their views on the recommendations of the Corps of Engineers for these projects, and there has been local approval of each. The committee has heard of no opposition to any of these projects. The Board of Engineers for Rivers and Harbors has, in accordance with existing law, reviewed the reports of the district and division engineers of the Corps of Engineers, and the Chief of Engineers has prepared a report on each project after careful study of the views of the reporting officers. These reports have been furnished to the Governors of the affected States, to the interested Federal agencies, and in most cases to the Bureau of the Budget for its views on the relation of the recommended projects to the program of the President. The affected States have approved the projects.

In his budget message for fiscal year 1960, the President stated that legislation would be proposed to establish uniform cost-sharing standards for flood protection projects. By letter dated May 5, 1959, the Director, Bureau of the Budget, transmitted to the Congress proposed legislation which would accomplish that purpose. The draft legislation provided that non-Federal interests bear at least 30 percent of the first cost of flood-control projects of the Corps of Engineers, the Bureau of Reclamation, and the Soil Conservation Service, allocated to the production of flood control or flood prevention benefits. The value of lands, easements, rights-of-way, and other services which are now, in many cases, required by law to be furnished by local interests, would be considered as part of the non-Federal share. In the case of projects that produce widespread benefits over a large geographic area, the legislation would require non-Federal interests to bear at least 30 percent of the costs of providing only those flood protection benefits that are significant and accrue to identifiable groups. S. 2060 is now pending before the committee and would provide uniform cost-sharing in flood-control projects, as recommended by the President.

The Congress has approved three hurricane-flood protection projects wherein the local financial participation in the cost of the projects was established as 30 percent of the total cost of such projects. H.R. 7634 includes two similar projects with the same cost-sharing provisions. The three hurricane-flood protection projects included in Public Law 500, 85th Congress, were the first projects authorized in a new Federal program, the extent of which was not known at that time. The committee acknowledged that flood damages from sea waters caused by hurricanes are just as real as the damages from floods caused by runoff from headwater areas. In fact, damages from salt water will normally exceed damages from the same degree of flooding by fresh water. The committee was of the opinion that an equitable division of the cost of hurricane-flood protection projects would be in the order of 70 percent Federal and 30 percent non-Federal.

In the Flood Control Act of 1936, where the Federal Government first assumed definite responsibility for control of destructive floods,

the policy of sharing costs between the United States and the States and their political subdivisions and localities was established. Such policy placed the responsibility for improvement or participation in the improvement of streams for flood-control purposes in the Federal Government, if the benefits to whomsoever they may accrue are in excess of the estimated costs, and if the lives and social security of people are otherwise affected.

The committee believes that each project involving flood control should be considered individually and on its own merits, because of varying local conditions. It does not believe that worthwhile projects providing widespread benefits should be jeopardized by allocating costs to various States or localities, some of which may be far removed from the project location. It is felt that failure of certain indentifiable groups or beneficiaries to participate in the flood-control features of a multiple-purpose project would result in an unfavorable recommendation of the project, and the consequent loss of valuable benefits other than flood control. The bill pending before the committee applies only to flood-control projects and benefits, and the provisions are not applicable to navigation features.

The committee notes that in its comments on many of the flood-control projects included in H.R. 7634, the Bureau of the Budget recommended that further flood-control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost-sharing standards for flood-protection projects. As previously mentioned, the committee has considered the legislation, does not agree with its provisions, approves the present cost-sharing arrangements that are applicable to many projects previously authorized by Congress and others included in H.R. 7634, and recommends these projects substantially as recommended by the Chief of Engineers.

The committee believes that Federal participation in multiple-purpose projects constructed by local interests, to the extent of the flood control benefits, is advisable, and will prove economical to both the Federal Government and the local agencies constructing such projects. Two projects authorizing such Federal participation are included in H.R. 7634. This procedure follows policy established in prior acts, and is believed worthy of consideration.

The committee has been concerned over the increasing use and development of the flood plains of the rivers of the Nation, which presents additional areas, developments, and improvements, that are subject to flood hazards, with increased flood losses and damages. The Chief of Engineers advised the committee that good reservoir sites on many of our streams are being lost at an alarming rate as development of our river valleys continue. Several authorized reservoirs, and others considered for authorization, have been subjected to encroachments to the extent that they are no longer feasible. When this occurs, substitute reservoir sites must be studied or other means of providing flood control investigated, or the improvements remain without flood protection. It is realized that the matter of zoning areas in the flood plains or areas subject to flood hazards is the responsibility of States or local political subdivisions thereof. It is believed, however, that such areas subject to flood hazards should be identified, and all available information with respect thereto furnished the local agencies to assist them in their planning to ameliorate

the flood hazards. The committee has included language in the bill which will authorize the Chief of Engineers to compile and disseminate information on areas subject to floods and flood damages, and provide necessary advice and information to responsible local governmental agencies.

SECTION 201

This section is the same as that which has appeared in the last several flood-control bills and continues the provisions of local cooperation which have been in effect for some time.

SECTION 202

This section is also the same as that which has appeared in the last several flood-control acts and continues the present procedure of submitting reports to the interested States and Federal agencies prior to submission to Congress.

SECTION 203

This section authorizes new projects, project modifications, and increased monetary authorizations for existing comprehensive basin plans. The preliminary language in this section is the same as in previous flood-control legislation. The individual items with their project document numbers, where pertinent, are listed in the following table, with the estimated costs of new projects and of increased authorizations for previously authorized projects shown in separate columns. A discussion of the need for increased basin authorizations follows the descriptions of individual projects after the table.

Flood control projects and basins in title II, H.R. 7634, as passed House, as reported by the House Committee on Public Works ¹

Project	Document ¹ and Congress	New projects or modifications	Increased basin authorizations
Blackstone River Basin, lower Woonsocket, R.I.-----	S. 87, 85th Cong-----	\$2, 970, 000	-----
Central and southern Florida, comprehensive basin plan.-----	-----	-----	\$1, 000, 000
Trinity River Basin, Bardwell Reservoir, Richland, Chambers, and Cedar Creek, Tex.-----	H. 424, 85th Cong---	5, 104, 000	-----
Guadalupe River Basin, Blidiers Creek, Tex.-----	H. 180, 86th Cong---	1, 060, 000	-----
White River Basin, comprehensive basin plan.-----	-----	-----	32, 000, 000
Arkansas River Basin, comprehensive basin plan.-----	-----	-----	94, 000, 000
Missouri River Basin, comprehensive basin plan.-----	-----	-----	132, 000, 000
Ohio River Basin:-----	-----	-----	-----
Connoquenessing Creek, Butler, Pa.-----	H. 110, 86th Cong---	1, 558, 700	-----
North Fork Reservoir, Va.-----	H. 184, 86th Cong---	3, 681, 000	-----
Mojave River, Calif.-----	H. 164, 86th Cong---	3, 070, 000	-----
Los Angeles River Basin, comprehensive basin plan.-----	-----	-----	30, 000, 000
Columbia River Basin, comprehensive basin plan.-----	-----	-----	90, 000, 000
Walnut Creek Basin, Calif.-----	H. 76, 86th Cong---	17, 980, 000	-----
Total flood control (7 projects and 6 basins)-----	-----	35, 423, 700	379, 000, 000
Added on the House floor:-----	-----	-----	-----
Thames River Basin, West Thompson Reservoir, Quinebaug River, Conn.-----	S. 41, 86th Cong-----	4, 010, 000	-----
Great Lakes Basin:-----	-----	-----	-----
Cayuga Inlet at Ithaca, N.Y.-----	H. 204, 86th Cong---	3, 950, 000	-----
Smokes Creek at Lackawanna, N.Y.-----	H. 200, 86th Cong---	1, 974, 000	-----
Total added (3 projects)-----	-----	9, 934, 000	-----
Grand total, title II, as passed by House (10 projects and 6 basins).-----	-----	45, 357, 700	379, 000, 000
Total.-----	-----	424, 357, 700	-----

¹ "H." indicates House document; "S." indicates Senate document.

Amendments: Projects recommended by Senate Committee on Public Works; item added (sec. 203)

Project	Document ¹ and Congress	New projects or modifications	Increased basin authorizations
Connecticut River Basin:			
Chicopee River, Mass.....		\$5, 180, 000	
Westfield River, Mass.....		3, 240, 000	
Farmington River, Conn. and Mass.....		12, 052, 000	
Pawcatuck, Conn., hurricane-flood protection.....	H. 212, 86th Cong.....	409, 000	
Housatonic River Basin; Naugatuck River, Conn.....	H. 372, 86th Cong.....	10, 230, 000	
Stamford, Conn., hurricane-flood protection.....	H. 210, 86th Cong.....	3, 030, 000	
Central and southern Florida:			
Comprehensive basin plan.....			\$23, 000, 000
Nicodemus Slough area.....	S. 53, 86th Cong.....	318, 000	
Pearl River, Miss.....		3, 609, 000	
Lower Mississippi River:			
Channel improvements.....			50, 000, 000
Natchez Harbor.....	S. 16, 86th Cong.....	350, 000	
Trinity River Basin, Tex.:			
Big Fossil Creek, Tex.....	H. 407, 86th Cong.....	1, 861, 400	
Fort Worth Floodway, Tex.....	H. 402, 86th Cong.....	2, 241, 000	
Brazos River Basin.....			21, 000, 000
Red-Ouachita River Basin:			
McKinney Bayou, Ark. and Tex.....	H. 220, 86th Cong.....	346, 400	
Manice Bayou, Ark.....	H. 288, 86th Cong.....	668, 400	
East Point, La.....	H. 406, 86th Cong.....	273, 000	
Garland City, Ark., bridges.....		1, 750, 000	
White River Basin:			
Comprehensive basin plan.....			50, 000, 000
Village Creek, White River, and Mayberry District levee.....	H. 225, 86th Cong.....	1, 322, 000	
Arkansas River Basin, comprehensive basin plan.....			179, 000, 000
Rio Grande Basin, N. Mex.....	S. 94, 86th Cong.....	58, 300, 000	
Upper Mississippi River Basin:			
Comprehensive basin plan.....			12, 000, 000
Redwood River at Marshall, Minn.....		2, 252, 000	
Coralville Reservoir bridge, Iowa.....		1, 180, 000	
Missouri River Basin:			
Comprehensive basin plan.....			207, 000, 000
Wilson Dam and Reservoir, Kans.....	S. 96, 86th Cong.....	18, 081, 000	
Sioux Falls, S. Dak.....		560, 000	
Vermillion River, S. Dak.....		6, 010, 000	
Fort Randall Reservoir bridge, South Dakota.....		6, 375, 000	
Cheyenne River, S. Dak.....	H. 280, 86th Cong.....	272, 000	
Bismarck and Mandan, N. Dak., sewage facilities.....		574, 052	
Ohio River Basin:			
Lynn Camp Creek at Corbin, Ky.....	H. 282, 86th Cong.....	645, 000	
Laurel River, Ky.....		21, 900, 000	
Little Sandy River, Ky.....		11, 900, 000	
Loyalbanna Creek, at Latrobe, Pa.....	H. 383, 86th Cong.....	2, 568, 300	
Gila River Basin, Ariz.....	H. 279, 86th Cong.....	3, 300, 000	
Tachevah Creek at Palm Springs, Calif.....	H. 171, 86th Cong.....	1, 658, 000	
Los Angeles River Basin, comprehensive basin plan.....			32, 000, 000
Sacramento River bank protection.....	S. 103, 86th Cong.....		14, 240, 000
Las Vegas Wash, Nev.....	H. 405, 86th Cong.....	13, 410, 000	
Gleason Creek, Nev.....	H. 388, 86th Cong.....	450, 000	
Little Dell Reservoir, Jordan River, Utah.....	H. 213, 86th Cong.....	6, 060, 000	
Columbia River Basin:			
Comprehensive basin plan.....			148, 000, 000
Foster Reservoir, South Santiam River, Oreg.....	S. 104, 86th Cong.....	17, 340, 000	
Total, Senate amendment (35 projects and 10 basins).		219, 715, 552	736, 240, 000
Sec. 104: Merced River development, California (1).....		12, 000, 000	
Sec. 205: Mokelumne River development, California (1).		10, 000, 000	
Sec. 208: Norman project, Oklahoma (1).....	H. 420, 85th Cong.....	19, 042, 000	
Sec. 210: Missouri River Basin, Department of Interior (1).			60, 000, 000
Total, Senate amendment (38 projects and 11 basins).		260, 757, 552	796, 240, 000
Project deleted by Senate committee (1): Bardwell Reservoir, Trinity River Basin, Tex.	H. 424, 85th Cong.....	5, 104, 000	
Basin authorizations in House bill (6).....			379, 000, 000
Total, Senate amendment (37 projects and 11 basins).		255, 653, 552	417, 240, 000
Grand total.....		672, 893, 552	

¹ "H." indicates House document; "S." indicates Senate document.

FLOOD CONTROL PROJECTS

BLACKSTONE RIVER BASIN, LOWER WOONSOCKET, R.I.

(S. Doc. 87, 85th Cong., 2d sess.)

Location.—Woonsocket, R.I., is on the Blackstone River, about 18 miles upstream from the mouth. Two tributaries, Mill and Peters Rivers, join the main stem in Woonsocket.

Report authorized by.—Resolution adopted September 14, 1955, by Senate Committee on Public Works.

Existing project.—Authorized West Hill Dam on West River about 12.5 miles upstream from Woonsocket and a local protection project for the upper reach in Woonsocket above South Main Street Bridge. The latter includes channel improvement; replacement of a dam; and construction of a dike, floodwall and pumping station for protection of an industrial area on the left bank.

Flood problem.—This interim report considers flood control along the Blackstone River and the tributary Mill and Peters Rivers in Woonsocket, R.I.; population of about 50,000 (1950). The area flooded consists of industrial and commercial sites and congested residential development. Average annual flood damages are \$215,000. Recurrence of the flood of record would cause an estimated loss of more than \$16 million.

Recommended plan of improvement.—Construction in Woonsocket (below South Main Street Bridge) on Blackstone, Mill, and Peters Rivers of about 9,500 feet of levees and floodwall, 4,700 feet of channel improvement, 2,300 feet of underground pressure conduit, two pumping stations and removal of two dams on Blackstone River.

Estimated cost (price level of 1956).—

Federal.....	\$2, 970, 000
Non-Federal.....	¹ 1, 285, 000
Total.....	4, 255, 000

¹ Includes a cash contribution of \$570,000.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$107, 000	\$46, 300	\$153, 300
Maintenance.....		12, 400	12, 400
Loss of taxes.....		2, 100	2, 100
Total.....	107, 000	60, 800	167, 800
Annual benefits:			
Flood damages prevented.....			140, 000
Higher utilization of lands and buildings.....			95, 000
Total.....			235, 000

Benefit-cost ratio.—1.4.

Local cooperation.—(a) Contribute in cash 16.1 percent of the cost of the work to be accomplished by the Federal Government due to higher utilization of lands and buildings, a contribution presently estimated at \$570,000, to be paid either in a lump sum prior to commencement of construction, or in installments prior to commencement

of pertinent items, in accordance with construction schedules as required by the Chief of Engineers; the final allocation of cost to be made after the actual costs have been determined; (b) furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (c) hold and save the United States free from damages due to the construction works including claims, if any for water rights; (d) accomplish without cost to the United States all changes, alterations, additions to, or relocations of any utilities or buildings made necessary by the work; and (e) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army. Local interests have indicated that they will furnish the items of local cooperation.

Comments of State and Federal agencies.—Department of Interior has no objection. The State of Rhode Island concurs in the project.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The project would reduce the average annual damages by about 65 percent and would permit increased utilization of the protected area. The project would prevent recurrence of much of the great damages caused by recent disastrous floods in this area.

INTERIM REPORT ON QUINEBAUG RIVER, THAMES RIVER BASIN, CONN. AND MASS.

(S. Doc. 41, 86th Cong.)

Location.—In south-central Massachusetts and northeastern Connecticut.

Report authorized by.—Senate Public Works Committee resolution adopted September 14, 1955. This interim report is in partial response to the authorization.

Existing project.—Provides for four dams and reservoirs for flood control within the Quinebaug River Basin. The Buffumville Dam and Reservoir is essentially complete. Hodges Village Dam and Reservoir and East Brimfield Dam and Reservoir are scheduled for completion in fiscal year 1960. Planning is underway on the Westville Dam and Reservoir.

Flood problem.—This interim report considers the flood problems in the watershed of the Quinebaug River; 1950 population was about 105,000. Floods cause damages to dwellings, commercial establishments, and utilities. Average annual flood losses are estimated at \$2,136,000. Recurrence of the flood of record would cause damages of more than \$18 million.

Recommended plan of improvement.—Construction of the West Thompson Reservoir on the Quinebaug River, at a site about 2 miles upstream from Putnam, Conn.

Estimated cost (price level of 1957).—Federal, \$4,010,000.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$144, 200		\$144, 200
Maintenance and operation	22, 000		22, 000
Loss of taxes on lands		\$10, 000	10, 000
Total	166, 200	10, 000	176, 200
Annual benefits: Prevention of flood damages			229, 000

Benefit-cost ratio.—1.3.

Local cooperation.—Zone, in accordance with State law and regulations, the channel through the downstream damage areas to prevent further encroachments and to prevent the replacement of obstructive or hazardous structures along the channel whenever they become obsolete. Local interests are willing and able to furnish the item of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

Federal Power Commission: Favorable.

State of Connecticut: Favorable.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood-control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood-protection projects.

Remarks.—Flood protection for the Quinebaug River Basin is urgently needed. Many industrial and commercial establishments and residential developments are located in the flood plain. Six major floods have occurred in the last 30 years causing widespread damage and disruption of the basin economy. The maximum flood occurred in August of 1955, and the damages were \$54 million and eight lives were lost. The West Thompson Dam, about 2 miles north of Putnam, will provide a high degree of protection to Putnam and 10 other cities and towns along the river. The committee believes that from the standpoint of costs, degree of flood protection provided, and evaluated benefits, the recommended reservoir comprises the best suited plan for flood protection in the Quinebaug River Basin. The cost-sharing provisions are believed equitable and in line with existing policy.

CHICOPEE RIVER BASIN, MASS.

Location.—In central Massachusetts. The Chicopee River is formed by the Ware and Quaboag Rivers 18 miles above its junction with the Connecticut River.

Report authorized by.—The Flood Control Act of 1937, and resolutions by the Senate and House Public Works Committees adopted September 14, 1955, and June 13, 1956, respectively.

Existing project.—Provides for the Barre Falls Dam and Reservoir on the upper Ware River, the Chicopee local flood-protection works at the city of Chicopee near the mouth of Chicopee River, and the West Brookfield Dam and Reservoir on the upper Quaboag River.

Flood problem.—Floods are caused by heavy rains or a combination of heavy rains and melting snow. They may occur at any time of the year but are more prevalent in the spring. Four major floods have occurred since 1935. Two were in March 1936 and one each in September 1938 and August 1955. The latter took one life and caused \$21.5 million damage in the basin.

Recommended plan of improvement.—Conant Brook Dam and Reservoir for flood control; Chicopee Falls local protection project consisting of channel enlargement, levees, concrete flood walls, and appurtenant works; and Three Rivers local flood protection project consisting of enlargement of the channel and the removal of a dam and powerhouse; and deletion of the West Brookfield Reservoir from the Connecticut River Basin comprehensive plan.

Estimated cost (price level of 1959).—

	Conant Brook	Chicopee Falls	Three Rivers
Federal.....	\$2,060,000	\$1,860,000	\$1,260,000
Non-Federal.....		60,000	460,000
Total.....	2,060,000	1,920,000	1,720,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Conant Brook Reservoir:			
Interest and amortization.....	\$75,200		\$75,200
Maintenance and operation.....	1,500		1,500
Productivity loss on lands.....	500		500
Loss of taxes on lands.....		\$400	400
Total.....	77,200	400	77,600
Chicopee Falls local protection:			
Interest and amortization.....	66,200	2,600	68,800
Maintenance and operation.....		2,800	2,800
Productivity loss on lands.....		300	300
Major replacements.....		1,000	1,000
Total.....	66,200	6,700	72,900
Three Rivers local protection:			
Interest and amortization.....	44,800	19,600	64,400
Maintenance and operation.....		500	500
Productivity loss on lands.....		100	100
Total.....	44,800	20,200	65,000
	Conant Brook	Chicopee Falls	Three Rivers
Annual benefits:			
Flood damages prevented.....	\$108,000	\$96,000	\$80,000
Advance replacements.....			1,400
Total.....	108,000	96,000	81,400
Benefit-cost ratio.....	1.4	1.3	1.25

Local cooperation.—(a) Conant Brook Dam and Reservoir: Prohibit further obstruction of the floodway along Conant and Chicopee Brooks in the town of Monson.

(b) Chicopee Falls: (1) Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (2) make necessary alterations to roads, sewers, and utilities, including alterations to the water intake facilities of the U.S. Rubber Co. and provisions for temporary water supply during construction of the project; (3) hold and save the United States free from damages due to the construction works; (4) permit no encroachment on improved channels or on ponding areas, and if ponding areas or capacities are impaired, provide substitute storage capacity or equivalent pumping capacity promptly without cost to the United States; and (5) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

(c) Three Rivers: (1) Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (2) make necessary alterations to roads, highway bridges, sewers, and utilities; (3) obtain necessary rights to permit the United States to remove the New England Power Co. dam and powerhouse on the Chicopee River; (4) hold and save the United States free from damages due to the construction works; (5) permit no encroachment on improved channels including the waterway areas under the bridges; and (6) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

Comments of the State and Federal agencies.—

Public Health Service: Favorable.

Federal Power Commission: Favorable.

Commonwealth of Massachusetts: Favorable.

Remarks.—The committee was advised that almost every town along the Chicopee River and its tributaries suffers flood damages during major floods. The recommended improvements would provide flood protection to the major damage centers, and the committee considers such improvements to be economically justified. The requirements of local cooperation are equitable and follow present policy for authorization of projects of similar nature.

WESTFIELD RIVER, MASS.

Location.—In western Massachusetts and enters the Connecticut River at West Springfield.

Report authorized by.—Resolutions adopted by Senate and House Public Works Committees adopted September 14, 1955, and June 13, 1956, respectively.

Existing project.—Includes the Knightville Dam and Reservoir on Westfield River 4 miles north of Huntington, Mass., and local protection works on the Westfield and Connecticut Rivers at West Springfield and Littleville Dam and Reservoir on Middle Branch, 2.4 miles upstream from Huntington.

Flood problem.—Recurrence of the maximum flood of record with the Knightville and Littleville reservoirs in operation would cause substantial damages downstream with nearly all the damages occurring with the Westfield area to be protected.

Recommended plan of improvement.—Includes approximately 29,000 feet of earth levees and 4,000 feet of floodwalls; stoplog structures; two channel changes; two pumping plants; two ponding areas; and appurtenant works.

Estimated cost (price level of 1959).—

Federal.....	\$3, 240, 000
Non-Federal.....	416, 000
Total.....	3, 656, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$118, 000	\$16, 700	\$134, 700
Loss of land income.....		1, 600	1, 600
Major replacements.....		2, 000	2, 000
Maintenance and operation.....		5, 000	5, 000
Total.....	118, 000	25, 300	143, 300
Annual benefits:			
Flood damages prevented.....			162, 000
Land enhancement.....			23, 000
Total.....			185, 000

Benefit-cost ratio.—1.3.

Local cooperation.—(a) Contribute in cash 5.8 percent of the construction cost due to land enhancement benefits, a contribution presently estimated at \$200,000 to be paid either in a lump sum prior to commencement of construction, or in installments prior to commencement of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs have been determined; (b) provide without cost to the United States, all lands, easements, and rights-of-way necessary for construction of the project, including lands for storage ponds; (c) hold and save the United States free from damages due to the construction works; (d) maintain, and operate each usable element of the work upon completion of that element and all the works after completion of the improvement in accordance with regulations prescribed by the Secretary of the Army; and (e) permit no encroachment on the improved channels or on the ponding areas and, if ponding areas or capacities are impaired, provide substitute storage capacity or equivalent pumping capacity promptly without cost to the United States. They are willing to furnish the items of local cooperation.

Comments of the State and Federal agencies.—State of Massachusetts: Favorable.

Remarks.—The committee notes that with the authorized projects in operation, the major damages would occur at Westfield. The local protection recommended for Westfield would provide flood protection for that city and is needed and justified. The requirements of local cooperation including a cash contribution, are equitable and in accordance with existing policy for local flood protection projects.

FARMINGTON RIVER, CONNECTICUT RIVER BASIN, CONN. AND MASS.

Location.—In southwestern Massachusetts and north-central Connecticut. It enters the Connecticut River in the town of Windsor, Conn., about 57 miles above Long Island Sound.

Report authorized by.—Resolutions by the Senate and House Public Works Committees adopted September 14, 1955, and June 13, 1956, respectively.

Existing project.—Provides for a channel improvement project on the Mad River in the city of Winsted, Conn.; and a flood control dam and reservoir on the Mad River above Winsted.

Flood problem.—The Farmington River Basin is susceptible to destructive floods caused by heavy rainfall, melting snow or a combination of both. Six major floods have occurred since 1900. The maximum flood of record, August 1955, caused 31 deaths and damages amounting to nearly \$72 million.

Recommended plan of improvement.—Provides for construction of a reservoir on Sucker Brook, about 400 feet above its confluence with Highland Lake, in the town of Winchester, Conn., for flood control; a reservoir at the Colebrook River site on the West Branch about 3.3 miles above its confluence with the Still River, for flood control and water supply; and provides further that, should local interests not wish to participate in the construction of the dual-purpose project, the plan may be modified to provide a single-purpose flood-control reservoir at the Colebrook River site.

Estimated cost (price level of 1958).—

	Sucker Brook ¹	Colebrook ²	Colebrook ¹
Federal.....	\$772,000	³ 11,280,000	\$8,880,000
Non-Federal.....	50,000	-----	-----
Total.....	822,000	11,280,000	8,880,000

¹ Flood control.

² Flood control and water supply.

³ The sum of \$4,292,000 to be reimbursed to the United States for water supply.

Project economics.—

Annual charges	Federal	Non-Federal	Total
Sucker Brook Dam and Reservoir (flood control):			
Interest and amortization.....	27,500	1,900	29,400
Maintenance and operation.....		1,200	1,200
Adjustment for loss of productivity of land.....		400	400
Loss of taxes on land.....		1,000	1,000
Total.....	27,500	4,500	32,000
Colebrook Dam and Reservoir (flood control and water supply):			
Interest and amortization.....	\$283,600	\$133,800	\$417,400
Maintenance and operation.....	15,700	6,300	22,000
Major replacements.....	3,600	1,400	5,000
Adjustment for loss of productivity of land.....	1,100	500	1,600
Loss of taxes on land.....		1,000	1,000
Total.....	304,000	143,000	447,000
Alternate Colebrook Dam and Reservoir (flood control only):			
Interest and amortization.....	325,600		325,600
Maintenance and operation.....	20,000		20,000
Major replacement.....	4,000		4,000
Loss of productivity of lands.....	1,400		1,400
Loss of taxes on lands.....		1,000	1,000
Total.....	351,000	1,000	352,000

Annual benefits	Sucker Brook (flood control)	Colebrook (flood control)	Colebrook (flood control and water supply)
Flood damages prevented.....	\$49,000	\$417,000	\$417,000
Water supply.....			240,000
Total.....	49,000	417,000	657,000
Benefit-cost ratio.....	1.5	1.2	1.5

Local cooperation.—(a) Sucker Brook: (1) Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (2) hold and save the United States free from damages due to the construction works; (3) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; (4) establish encroachment lines along Highland Lake Stream beyond which, in the direction of the waterway, no obstruction or encroachment shall be placed unless authorized by the Connecticut Water Resources Commission; and (5) modify Highland Lake Dam in a manner satisfactory to the Chief of Engineers to provide additional flood protection for Winsted, Conn.

(b) Colebrook, for flood control and water supply: Provided that within 6 months after local interests have been notified by the Chief of Engineers, they must give assurances satisfactory to the Secretary of the Army that they will enter into a contract with the United States for: (1) Reimbursement to the United States of that portion of the construction cost allocated to water supply, amounting to 30 percent of the construction cost of the project, presently estimated at \$3,384,000, plus the interest during construction on this amount. This reimbursement shall be made within the life of the project but in no event shall the payment period exceed 50 years after the project is first used for future water supply purposes, except that no payment need be made on this amount or interest charged thereon, until storage is first used for future water supply purposes, but in no event shall be interest-free period exceed 10 years; (2) payment to the United

States of the portion of the construction cost allocated to water supply for immediate use, amounting to 8 percent of the construction cost of the project, presently estimated at \$908,000 such payment to be made either at the time of construction of the project or on an annual basis within a period of 50 years, provided that such annual payments shall begin when the project is first available for storage of water for any purpose and shall provide for repayment of the principal, plus interest thereon during construction, and interest on any unpaid portion of the total amount; (3) payment to the United States of the portion of the costs for maintenance and operation of the project allocated to water supply for immediate use after the project is first used for any purpose amounting to 8 percent of the total annual project amount for maintenance and operation presently estimated at \$2,160 annually; and in addition that portions of the cost for maintenance and operation of the project allocated to future water supply, after such water supply is first used, amounting to 30 percent of the total annual project costs for maintenance and operation presently estimated at \$8,100 annually. They are willing to provide the requirements of local cooperation.

Comments of the State and Federal agencies.—

Public Health Service: Favorable.

Federal Power Commission: Favorable.

State of Connecticut: Favorable.

Commonwealth of Massachusetts: Favorable.

Remarks.—The committee was advised that in the flood of August 1955 about 620 dwellings, 250 commercial establishments, and 35 industrial firms suffered losses in excess of \$35 million in the Farmington area and damage to highways, railroad, utilities, and public buildings totaled more than \$25 million. Local interests desire flood-control improvements in the basin, and consideration of future water supply storage in reservoirs. The committee considers the recommended improvements justified for flood control, and that inclusion of water supply storage in the Colebrook Reservoir with reimbursement for such storage under the provisions of the Water Supply Act of 1958, can be adequately determined during the planning phases of the project. Authorization of the project at this time is regarded as highly desirable.

PAWCATUCK, CONN.

(H. Doc. 212, 86th Cong.)

Location.—On the west bank of the Pawcatuck River about 5 miles above its mouth. Westerly, R.I., is on the east bank opposite Pawcatuck.

Report authorized by.—Public Law 71, 84th Congress, 1st session.

Existing project.—No hurricane project for the area.

Flood problem.—Hurricane losses in the Pawcatuck area result chiefly from inundation caused by hurricane-induced rain, and wind action. The economy of Pawcatuck, population about 7,000, is centered around manufacturing. Average annual damages are estimated at \$69,000. Recurrence of the maximum hurricane tide of record would cause an estimated loss of \$2,600,000 of which about 50 percent would accrue to the industrial area of Pawcatuck.

Recommended plan of improvement.—Provides for construction of a floodwall extending about 200 feet from the New York, New Haven

& Hartford Railroad eastward to Mechanic Street about 100 feet north of the Bostitch Co. plant; an earthfill dike about 2,400 feet long extending from Mechanic Street to the riverbank and thence southward along the river to high ground south of the Cottrell Co. plant; two stoplog closures across Mechanic Street; and a pumping plant for interior drainage.

Estimated cost (price level of 1958).—

Federal.....	\$409, 000
Non-Federal.....	176, 000
Total.....	585, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$15, 000	\$6, 000	\$21, 000
Maintenance and operation.....		5, 800	5, 800
Tax losses.....		200	200
Total.....	15, 000	12, 000	27, 000
Annual benefits:			
Hurricane damage prevention.....			55, 000
Prevention of emergency cost.....			2, 400
Total.....			57, 400

Benefit-cost ratio.—2.1.

Local cooperation.—(a) Provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (b) accomplish without cost to the United States all alterations and relocations of buildings, streets, storm drains, and utilities made necessary by reason of the construction; (c) bear 30 percent of the total first cost, a sum presently estimated at \$176,000 to consist of the items listed in (a) and (b) above and a cash contribution now estimated at \$86,000, the cash to be paid in a lump sum prior to commencement of construction and the final allocation of cost to be made after actual costs and values have been determined; (d) hold and save the United States free from damages due to the construction works; and (e) operate and maintain all the works after completion in accordance with regulations prescribed by the Secretary of the Army. Local interests are willing to furnish the items of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of Connecticut: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*Local interests desire hurricane-flood protection to the industrial area of Pawcatuck, where about one-half of the damages from hurricane flooding have occurred. Barriers across the bay and river could not be economically justified. The committee considers the project well justified, and the cost sharing in accordance with the policy established in authorization of previous hurricane-flood protection projects.

NAUGATUCK RIVER, CONN.

(H. Doc. 372, 86th Cong.)

Location.—In western Connecticut, and is the principal tributary of the Housatonic River. This report is concerned with the advisability of improvement below Thomaston Reservoir now being built by the United States.

Report authorized by.—Resolutions adopted by the Public Works Committees of the U.S. Senate on September 14, 1955, and by the House of Representatives on June 13, 1956, and July 23, 1956.

Existing project.—The Thomaston Reservoir for flood control, authorized by the Flood Control Act of 1944, is under construction on the main stem, 30 miles above the river mouth. Two other reservoirs, solely for flood control, Hall Meadow Brook Reservoir and East Branch Reservoir on tributaries above this, were authorized by the Flood Control Act of 1958.

Flood problem.—This basin is susceptible to floods caused by heavy rains or a combination of heavy rains and melting snow. Runoff is rapid due to generally hilly topography. Flooding has been aggravated by inadequate channels and restricted bridge openings. Much of the flood plain area is fully utilized by industrial and commercial developments as well as residential sections. With the authorized projects in operation, a recurring August 1955 flood would cause an estimated loss of \$44,570,000 in the lower Naugatuck River Basin.

Recommended plan of improvement.—Provides for the construction of four reservoirs for flood control, on Northfield Brook, Branch Brook, Hancock Brook, and Hop Brook.

Estimated cost (price level of 1958), All Federal.—

Dam and reservoir:

Northfield Brook.....	\$1, 610, 000
Black Rock (Branch Brook).....	3, 540, 000
Hancock Brook.....	2, 500, 000
Hop Brook.....	2, 580, 000
Total.....	10, 230, 000

Project economics.—

	Federal		Non-Federal, loss of taxes	Total
	Interest and amortization	Maintenance		
Annual charges:				
Northfield Brook.....	\$58, 300	\$5, 000	\$1, 000	\$64, 300
Black Rock (Branch Brook).....	127, 400	10, 000	3, 700	141, 100
Hancock Brook.....	90, 400	5, 000	2, 800	98, 200
Hop Brook.....	92, 100	10, 000	11, 100	113, 200
Total.....	368, 200	30, 000	18, 600	416, 800
Annual benefits (damages prevented):				
Northfield Brook.....				129, 000
Black Rock (Branch Brook).....				258, 000
Hancock Brook.....				183, 000
Hop Brook.....				193, 000
Total.....				763, 000

Benefit-cost ratio.—

Northfield Brook	2.0
Black Rock (Branch Brook)	1.8
Hancock Brook	1.9
Hop Brook	1.7

Total project 1.8

Local cooperation.—Give assurances satisfactory to the Secretary of the Army that they will establish encroachment lines downstream of the recommended dams to permit reasonable, efficient reservoir operation. Local interests are willing to comply with the requirement of local cooperation.

Comments of State and Federal agencies.—

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Connecticut: Favorable.

Department of the Interior: The Department of the Interior requested that consideration be given to the establishment of permanent pools at each of the proposed reservoirs for the mitigation of recreational and fish and wildlife losses. The Chief of Engineers considered this matter and recommends that the small pools be incorporated in the plan of improvement.

Comments of the Bureau of the Budget: The Bureau of the Budget has no objection to submission of the report to Congress. However, the Secretary of the Army recommends, and the Budget concurs, that since the non-Federal share of the cost recommended by the Chief of Engineers is less than that required by S. 2060, authorization of this project be deferred until Congress has considered and taken action on S. 2060.

Remarks.—The population of the Naugatuck Basin is about 215,000, predominantly urban and located in the valley. Manufacturing is the major industry. The committee was advised that the flood of August 1955 caused damages of \$200 million downstream from Thomaston Reservoir and 36 lives were lost. That reservoir will not eliminate all the flood damage. The committee considers the four flood-control reservoirs recommended to supplement the authorized projects are necessary and notes the high economic ratio of the projects. The committee considered S. 2060 but took no action thereon, and recommends authorization of the local protection projects in accordance with existing policy, and cost-sharing principles. Consideration can be given during the planning phase of these projects to establishment of permanent pools in the reservoirs.

STAMFORD, CONN.

(H. Doc. 210, 86th Cong.)

Location.—On the north shore of Long Island Sound about 30 miles east of New York City.

Report authorized by.—Public Law 71, 84th Congress, 1st session, approved June 15, 1955.

Existing project.—There is no authorized Federal hurricane project for the area. The existing Federal navigation project for Stamford Harbor provides for an entrance channel, 200 feet wide and 18 feet

deep, for 0.5 mile, and thence 15 feet deep for 0.5 mile to the junction of the east and west branches; a channel 12 feet deep for 1.5 miles in the east branch; a channel 15 feet deep for 0.75 mile in the west branch; a basin 15 feet deep at the head of west branch; 2 anchorages, one 18 feet deep on the west side of the 18-foot entrance channel and one 8 feet deep on the east side of the east branch; and detached breakwaters on each side of the entrance to the outer harbor. The existing Federal navigation project for Westcott Cove provides for a channel 100 feet wide and 8 feet deep from Long Island Sound through Westcott Cove to the south limit of the lagoon at Cummings Park.

Flood problem.—Stamford has a serious problem of hurricane tidal flooding, particularly in the industrial area. Average annual damages from tidal flooding amount to \$498,000. A recurrence of the tidal flood of record would cause an estimated loss of \$5,800,000.

Recommended plan of improvement.—Provides for a barrier across the east branch near its mouth with land dike extensions and a gated opening for navigation, dike and wall protection along the east bank of the west branch including a pumping station, and dike protection in the Westcott Cove-Cummings Park area of the city.

Estimated cost (price level of 1957).—

Federal.....	\$3, 030, 000
Non-Federal.....	2, 556, 000
Total.....	5, 586, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$112, 000	\$93, 000	\$205, 000
Operation and maintenance.....	31, 000	11, 000	42, 000
Aids to navigation.....	1, 000	—	1, 000
Total.....	144, 000	104, 000	248, 000
Annual benefits:			
Prevention of hurricane flooding.....	—	—	337, 000
Elimination of emergency cost.....	—	—	17, 000
Land enhancement.....	—	—	9, 000
Total.....	—	—	363, 000

Benefit-cost ratio.—1.5.

Local cooperation.—(a) Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (b) accomplish without cost to the United States all modifications to the existing storm drainage system which may be required to obtain the full benefits of the protection plan, all necessary modifications to the existing sanitary sewer facilities required to prevent the entry of tidal-flood waters, and all changes, alterations, and additions to or relocations of any buildings and utilities made necessary by the construction of the project; (c) bear 30 percent of the total first cost, a sum presently estimated at \$1,676,000 to consist of the items listed in (a) and (b) above and a cash contribution now estimated at \$1,406,000, the cash to be paid in a lump sum prior to commencement of construction and the final apportionment of cost to be made after actual costs and values have been determined; (d) contribute in cash, in lieu of the cost of annual maintenance and

operation of the tidal portion of the East Branch barrier, an amount presently estimated at \$880,000, the cash to be paid in a lump sum prior to commencement of construction; (e) maintain and operate all the works after completion, with the exception of the tidal portion of the East Branch barrier and aids to navigation, in accordance with regulations prescribed by the Secretary of the Army; and (f) hold and save the United States free from damages to the construction works and the operation thereof. Local interests have indicated that they will furnish the items of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Connecticut: Favorable.

Comments of the Bureau of the Budget: No objection.

Remarks.—The harbor area of Stamford is occupied by industries, commercial establishments, and dwellings. This area sustains the major damages from hurricanes and storm tides, 38 of which have been experienced since 1900. Costs have been allocated to local interests in accordance with the formula for hurricane-flood cost sharing, 70 percent Federal and 30 percent local. The committee considers it practicable that local interests contribute a lump sum in advance of construction to cover the cost of Federal maintenance of the opening in the East Branch barrier in the interest of navigation.

KISSIMMEE RIVER BASIN—NICODEMUS SLOUGH AREA, CENTRAL AND SOUTHERN FLORIDA

(S. Doc. 53, 86th Cong.)

Location.—Area under consideration is bounded generally on the west, north, and east by the Lake Okechobee levees which are part of the authorized central and southern Florida project, and on the south by the Atlantic Coast Line Railroad and U.S. Highway No. 27. The area comprises about 39 square miles.

Report authorized by.—Resolution of Senate Public Works Committee adopted November 15, 1954.

Existing project.—Area is within the bounds of the comprehensive central and southern Florida project, although there are no works authorized in the area considered in this report.

Flood problem.—Inadequate drainage and relatively flat terrain have resulted in flood damages to cattle and pastureland in parts of the Nicodemus Slough area and have prevented development of the area for higher agricultural use.

Recommended plan of improvement.—Protection of lands in the Nicodemus Slough area, Glades County, Fla., by construction of an interceptor canal and levee across the drainage area, a control structure, and necessary drainage structures. While the recommended work will afford some improvement in gravity drainage for the upper two-thirds of the area, benefits from flood control and land enhancement would accrue primarily to the lower lying area between the proposed levee and the Lake Okechobee boundary area comprising about 13 square miles, of which 6 square miles would receive most of the benefits. The capacity of the borrow canal upstream of the levee

was based on the 10-year-flood runoff coincident with a recurrence of the maximum flood of record on Lake Okeechobee.

Estimated cost (price level, March 1957).—

Federal.....	\$318, 000
Non-Federal.....	145, 000
Total.....	463, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$11, 200	\$5, 200	\$16, 400
Operation and maintenance.....	0	6, 200	6, 200
Total.....	11, 200	11, 400	22, 600
Annual benefits:			
Flood damages prevented.....			10, 100
Land enhancement.....			15, 800
Total.....			25, 900

Benefit-cost ratio.—1.15 to 1.

Local cooperation.—Furnish lands, easements, rights-of-way and spoil disposal areas; assume cost of necessary relocations and alterations; hold and save the United States free from damage; maintain and operate works after construction; contribute 31.5 percent toward the cost of contracts plus supervision and administration of the work, an amount presently estimated at \$135,200. The local interests' share of the construction costs is based on the land enhancement benefits of the project. The Central and Southern Florida Flood Control District has given assurance of their intention of fulfilling local requirements, but reserves the right to protest present cost-sharing features.

Comments of State and Federal agencies.—

Department of the Interior: States that improvement would have insignificant effects upon fish and wildlife resources.

Department of Agriculture: States that the improvement will not affect either national forest lands or privately owned forest lands.

State of Florida: No objections, but reserves for Central and Southern Florida Flood Control District Board the privilege of protesting proposed cost-sharing plan.

Comments of the Bureau of the Budget.—No objection to submission of report to Congress.

Remarks.—The committee is cognizant of the local conditions in this area where inadequate drainage and relatively flat terrain results in frequent flood damages. The recommended improvements are considered justified. The committee notes that most of the area that would be protected is unimproved and pastureland, and that a major portion of the benefits would be land enhancement. For that reason the committee considers the requirements for local contribution for this project are fair and equitable and in accordance with existing policy for projects of this nature.

CHANGES IN DESIGNATION, LAKE OKEECHOBEE LEVEES

Disastrous floods caused by hurricanes in 1926 and 1928, cost the lives of about 2,500 persons in the Lake Okeechobee area, particularly around its south shore. It is understood that President Herbert Hoover visited the area and within a short time secured congressional authorization for Federal improvement of the inadequate flood-control structures around the lake. Local interests and State officials now desire to designate the levees around Lake Okeechobee as the Herbert Hoover dike, to commemorate his humanitarian efforts and interest in public safety, which permitted the safe development of the rich potential of this region. The committee believes it fitting that the desires of the people of Florida be fulfilled and that the levees around Lake Okeechobee bear the name of this great American.

PEARL RIVER AND TRIBUTARIES, MISSISSIPPI

Location.—Pearl River is formed in Neshoba County, Miss., by the confluence of Nanaway and Tallahaga Creeks, and flows in a south-westerly direction for 130 miles to the vicinity of Jackson. From Jackson it flows south-southeasterly for 233 miles to the head of its outlet channels, the East and West Pearl Rivers. These channels continue in the same general direction for 48 and 44 miles respectively, to empty into Lake Borgne and the Rigolets. The drainage area of the basin is about 8,760 square miles, of which 3,100 are upstream from Jackson.

Report authorized by.—River and Harbor Act approved March 2, 1945, and Flood Control Act approved July 24, 1946.

Authorized project.—Federal: There is no authorized Federal project for flood control in the area. The National Park Service, Department of the Interior, is responsible for development of the Natchez Trace Parkway, a historical post road between Natchez, Miss., and Nashville, Tenn. About 83 miles of the parkway, of which 76 miles have been completed, pass through the upper Pearl River Basin.

Non-Federal.—Local interests, by means of drainage districts organized under State law, have constructed 126 miles of canals along 10 headwater tributaries above Jackson. In addition, they have constructed levees in the East Jackson area for flood protection of 770 acres to a stage of 35.5 feet on the Jackson gage. The city of Jackson, which obtains its water supply from Pearl River, is planning a water-supply dam and reservoir on the main stem about 15 miles upstream from Jackson.

Flood problem.—About 226,500 acres along Pearl River and its tributaries at and above Jackson are subject to flooding, of which 6,900 acres are classed as urban, 37,900 acres are cleared rural, and 181,700 acres are wooded rural. The average annual flood damages in the area are estimated at \$768,000, of which 44 percent are agricultural, 40 percent urban at Jackson, and 16 percent damage to public roads and railroads.

Recommended plan of improvement.—The recommended improvements for flood control on the Pearl River at Jackson, Miss., consist of a levee about 1.5 miles long and pumping plant on the west bank at the Mississippi State Fairgrounds. A levee about 10.3 miles long and two pumping plants on the east bank opposite the city of Jackson, together with appurtenant interior drainage facilities; and channel

improvement for about 5 miles downstream from the Gulf, Mobile, & Ohio Railroad bridge, including a cutoff 2.3 miles long. The fairgrounds levee and the Jackson levee and channel improvements are adaptable to separate construction, if desired. These improvements will provide protection against the 100-year flood.

Project economics (price levels October 1958).—

	Fairgrounds levee	East Jackson levee and channel	Total
1st cost:			
Federal.....	\$592,000	\$3,017,000	\$3,609,000
Non-Federal.....	136,000	828,000	1,964,000
Total.....	728,000	3,845,000	4,573,000
Annual charges:			
Federal.....	21,000	109,800	130,800
Non-Federal.....	9,000	87,200	96,200
Maintenance, operation, and replacement component.....	(2,400)	(46,200)	(48,600)
Total.....	30,000	197,000	227,000
Average annual benefits:			
Flood damages prevented.....	28,300	220,000	248,300
Land enhancement.....	4,200	70,500	74,700
Total.....	32,500	290,500	323,000
Benefit-cost ratio.....	1.1	1.5	1.4

¹ Includes cash contribution of 5.3 and 10.4 percent of cost of Fairgrounds and Jackson projects presently estimated at \$33,000 and \$350,000, respectively.

Local cooperation.—Local interests shall agree to provide lands, easements and rights-of-way; hold and save; make all alterations and relocations of buildings, utilities and bridges, including three new highway bridges and a railroad bridge to provide waterway for the interior drainage ditch, Conway Slough; provide regulations to prevent encroachment; and maintain and operate the work. Local interests have expressed their willingness to comply with the conditions of local cooperation.

Remarks.—The committee was advised of the immediate need for authorization of this project to enable it to be coordinated with the interstate highway program now underway in the immediate vicinity. Material from the flood-control project can be used in preparing the roadbed for the highway project thus permitting the two projects to move along together. The committee considers this project economically feasible with a very favorable economic ratio, and that its authorization at this time will result in economics of construction for the flood-control improvements and highway project, for which it will also provide protection from flooding. The cost-sharing provisions of the recommended improvements, are considered equitable and in accordance with present policy relative to projects of this nature.

LOWER MISSISSIPPI RIVER CHANNEL IMPROVEMENTS

The act of May 15, 1928, as amended and supplemented by subsequent acts of Congress, authorizes the comprehensive project for flood control and improvement of the Mississippi River in its alluvial valley, known as the Lower Mississippi River project. The alluvial

valley of the Mississippi River extends from Cape Girardeau, Mo., to the Gulf of Mexico and comprises over 30,000 square miles which, except for authorized improvements, is subject to overflow by the project flood. It is located in the seven States of Missouri, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, and Louisiana and receives the drainage from all or part of 31 States. Since it was originally adopted in the 1928 act, the basic project has been modified and supplemented a number of times to include tributary streams in the alluvial valley such as the St. Francis, Yazoo, lower White, lower Arkansas, and Atchafalaya River outlet, and alluvial lands around Lake Pontchartrain.

The plan for channel improvement was originally authorized by the act of May 15, 1928, for the reach between Cairo, Ill., and Head of Passes, La., and modified by the act of December 22, 1944, to provide a continuing program of stabilization and the development of a 12- by 300-foot low-water navigation channel between Cairo, Ill., and Baton Rouge, La.

The total estimated cost for the entire project for the Mississippi River and tributaries is \$1,702,962,400, of which \$683 million is the present estimated cost of the channel improvement feature of the project.

Monetary authorization for the comprehensive Mississippi River project, although a single project by law, differs from a typical river basin authorization in that the total monetary authorization is a sum of the amount authorized and reserved for each major feature. In a river basin authorization, monetary authorization is provided in a lump sum and, within the monetary limitation, full monetary authorization can be provided for any separate project at any time by administrative action. Authority does exist in the Mississippi River project to make limited administrative adjustments of monetary authorization, but when a substantial additional amount is required for a feature, the increase in monetary authorization is specifically requested of the Congress.

The total monetary authorization made available to date for prosecution of the project for the Mississippi River and tributaries is \$1,398,877,000, of which \$462,448,400 has been allocated to the channel improvement features of the project. The balance of monetary authorization has been applied to other major elements of the project such as the main stem levees, the Atchafalaya and Yazoo Basins, and other major work. The amount of \$462,448,400, when compared with \$683 million, the total estimated cost of the channel work, indicates that a balance of \$220,551,600 is still required to be authorized for appropriation in order to carry the channel improvement project through to completion.

The channel improvement feature of the project provides for realignment of the river channel to shorten its length and increase its flood-carrying capacity, and for construction of bank revetment and dikes to stabilize the improved channel and control its natural tendency to meander. The permanent alinement of the river has always been a long-range objective, but frequently the objective had to be sacrificed to more immediate needs. Emphasis is now being placed on continuation of the channel improvement program to increase further the carrying capacity of the channel, to hold the favorable alinement already attained, and to preserve the reduction in flood heights attained by major cutoffs.

In the last 7 years much progress has been made in advancing the overall stabilization program beyond the previous emergency treatment which was an inherent element of a limited program. The real advances made in these past 7 years have permitted stabilization of reaches of the river in favorable alignments and connection of the previously placed revetments into a pattern favorable from both flood control and navigation standpoints. There are now many miles of bendways in which the river in its natural condition has developed an alignment that is satisfactory for stabilization and economical maintenance of a low-water navigation channel. These favorable bends should be revetted as rapidly as the necessary funds can be made available. Delay will invite development of unfavorable channel patterns and loss or bypassing of previously placed work. It is important to work continuously toward the completion of a well-defined and approved long-range plan with funds made available as needed to stabilize favorable alignment as it develops.

In view of the magnitude and scope of the channel improvement project, planning must be done a number of years in advance of actual construction. Delay in either planning or construction will seriously impair the project. It is necessary that all phases of the work be fully coordinated to advance the project in an orderly fashion.

This proposed item would authorize the appropriation of \$50 million to provide for the continued prosecution of the channel improvement feature of the project for the Mississippi River and its tributaries. For a project of this caliber, the committee believes that the minimum monetary authorization should provide for appropriations for a period of at least 4 years. This would be sufficient to enable construction work to be carried on uninterrupted at least through fiscal year 1964.

HARBOR IMPROVEMENTS AT NATCHEZ, MISS.

(S. 16, 86th Cong.)

Location.—Natchez, Miss., is located on the east bank of the Mississippi River, about 60 miles southwest of Vicksburg.

Report authorized by.—Senate Public Works Committee resolution adopted July 30, 1955.

Existing project.—The authorized project, Mississippi River and tributaries, among other features, provides for a navigable channel 12 feet deep and 300 feet wide from Baton Rouge, La., to Cairo, Ill. There is no navigation improvement at Natchez, but natural depths between the river front and the project channel are adequate for satisfactory access.

Problem.—Provision of a flood-free waterfront area for development of port and terminal facilities for handling of waterborne commerce.

Plan of improvement.—None recommended by the Chief of Engineers in view of the fact that, from a navigation standpoint, no channel or basin improvement is needed to provide for the movement of vessels and from a flood control standpoint the benefits from protection of the area would not be commensurate with the costs by a wide margin. The Chief of Engineers did not concur in the recommendation of the Mississippi River Commission for construction of levees and a pumping station for protection of a low area on which local interests desire to construct port and terminal facilities.

Estimated cost (Mississippi River Commission proposal based on price levels of October 1956).—

Federal.....	\$350, 000
Non-Federal.....	350, 000
Total.....	700, 000

Project economics (Mississippi River Commission proposal).—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$15, 000	\$10, 000	\$25, 000
Maintenance.....	6, 000	9, 000	15, 000
Total.....	21, 000	19, 000	40, 000
Annual benefits:			
Transportation savings.....			154, 000
Land enhancement.....			4, 000
Total.....			158, 000

Benefit-cost ratio.—3.95.

Local cooperation.—On the basis of the Mississippi River Commission proposal, local interests would be required to furnish without cost to the United States all lands, easements, and rights-of-way, and accomplish without cost to the United States road and railroad relocations, and utility alterations necessary for initial construction and for subsequent maintenance of the project; contribute in cash 0.6 percent of the construction cost, presently estimated at \$2,500; construct and operate adequate terminal and transfer facilities open to all on equal terms; maintain and operate all works except maintenance dredging in the Mississippi River; establish a public body empowered to regulate the use, growth, and free development of the harbor facilities and to limit the occupancy of the protected area to interests whose activities are integrated with water transportation; and hold and save the United States free from damages due to the construction works. Local interests have indicated their willingness and ability to meet these requirements of local cooperation.

Comments of State and Federal agencies.—State of Mississippi. Favorable.

Comments of the Bureau of the Budget.—No objection to submission of the report to the Congress.

Justification.—The reports of the district engineer and the Mississippi River Commission were favorable for the proposed improvements of Natchez Harbor, with an economic ratio of about 4 to 1. The Chief of Engineers recommended against adoption of a harbor project at Natchez, as a matter of policy opposed to the basic principle of port development wherein the Federal Government provides the navigable channel and local interests the landside port and terminal facilities. The committee believes this proposed project favorably compares with other authorized projects on the Mississippi River, particularly the Memphis Harbor, Tenn., where a levee 11 miles long along the left bank of Tennessee Chute, with drainage structures, pumping plant, and extension of existing sanitary sewer, is proposed, which will provide flood protection for 6,800 acres in Ensley Bottoms for industrial terminal sites.

The city of Natchez is located on a reach of the Mississippi River where access from the existing navigable channel of satisfactory natural depths is now available, and has been comparatively stable for many years. The line of greatest velocities at all stages is at a considerable distance from the left bank, leaving an adequate distance of moderate velocities and adequate depth along the bank for harboring of boats and barges.

The general trade area of Natchez is comprised largely of Concordia and Catahoula Parishes in Louisiana, and Jefferson, Franklin, and Adams Counties, Miss., with an area of about 3,000 square miles and a population of over 80,000. The population of Natchez in 1950 was 22,740. The area is largely devoted to agriculture. Principal industries in the area are engaged in the manufacture of tires and rubber goods, paper, roofing materials, and lumber. Sand and gravel are produced in the area, and cattle raising and dairying are important industries. The oil fields in Adams County rank second in the State of Mississippi in the production of petroleum products, and there are numerous important oil-producing areas within the Natchez trade area in Louisiana.

River freight along the Natchez front is now handled by private firms through their own facilities, which are inadequate to handle the prevalent types of general cargo, for which there is an increasing demand because of the industrial growth of the Natchez area. Much of the tonnage now moving to and from the Natchez area by overland transportation is suitable for water transportation, and many new industries have expressed interest in locating at Natchez if suitable harbor and terminal sites are made available.

The area proposed for development for port and harbor facilities at Natchez is in the alluvial flood plain of the Mississippi River, and flood protection must be provided therefor. It will be served by an existing railroad and highway. The committee believes the Natchez Harbor project to be a very meritorious project well justified by the potential savings from waterway transportation, and in keeping with a uniformity of policy on a valley development project of this magnitude in order to avoid discrimination between areas. The Board of Supervisors of Adams County, Miss., has submitted a resolution in which they agreed to fulfill the requirements of local cooperation for the project.

The committee held extensive hearings on this project. It was advised that the local port commission has expended about \$985,000 on the port development, which almost reaches their bonding authority. They have constructed a railroad to the port site, which is on a fill that will serve as a levee. The Federal cost of the project has been reduced \$90,000 because of this work performed by local interests.

BIG FOSSIL CREEK, RICHLAND HILLS, TEX.

(H. Doc. 407, 86th Cong.)

Location.—Big Fossil Creek is a tributary of the West Fork of Trinity River at the easterly outskirts of Fort Worth, Tex. It has a total length of about 21 miles and drains an area of about 75 square miles.

Report authorized by.—Resolution by the House Committee on Rivers and Harbors adopted February 28, 1945.

Existing project.—No Federal flood control project in the basin.

Flood problem.—The main problem area on Big Fossil Creek is in the Richland Hills area, a suburban community, along the left bank between miles 2 and 3.5. The flood plain within Richland Hills comprises about 30 city blocks totaling 174 acres of primarily residential development with an estimated value of \$4,860,000.

Recommended plan of improvement.—Enlargement and realignment of the channel between approximate miles 1.5 and 3.6; clearance of the existing channel downstream from approximate mile 1.5; construction of a levee along the left bank of the realigned and enlarged channel; construction of the necessary interior drainage facilities, including a storm-drain interceptor, a sump area, a pumping station, and gated culverts through the levee; and extension of the railroad bridge at mile 1.95 on Big Fossil Creek.

Estimated cost (price level of January 1959).—

Federal.....	\$1, 861, 400
Non-Federal.....	437, 600
Total.....	2, 299, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$66, 900	\$22, 200	\$89, 100
Maintenance and operation.....		15, 000	15, 000
Total.....	66, 900	37, 200	104, 100
Annual benefits:			
Damages prevented.....			138, 600
Land enhancement.....			1, 700
Total.....			140, 300

Benefit-cost ratio.—1.4.

Local cooperation.—Prior to initiation of construction, (a) contribute in cash an amount equal to 0.46 percent of the cost for construction due to land enhancement, an amount presently estimated at \$8,600, the final adjustment to be made after actual costs have been determined; and (b) give assurances satisfactory to the Secretary of the Army that they will: (1) Furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project, including those required for the sump area; (2) make any alterations to existing improvements, exclusive of railroad facilities, which may be required for construction of the project; (3) hold and save the United States free from damages due to the construction works; (4) prohibit encroachment in the sump area and on the flood-carrying capacity of the improved channels; and (5) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army. They have indicated a willingness to cooperate in the improvement.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of report to Congress. Comments on flood plain zoning. Recommends deferral of authorization until Congress has considered S. 2060, and that local interests bear at least 30 percent of the cost of the flood control improvements.

Remarks.—The proposed improvements would reduce flood damages on about 30 city blocks totaling 174 acres of residential area in Richland Hills, Tex. This city has a population of about 7,500 with some commercial and industrial development. A recurrence of the maximum flood of record would cause over a million dollars in damages. The committee believes the project economically justified, and the local cost-sharing equitable. The committee notes the comments of the Bureau of the Budget relative to establishment of flood plain zoning and building restrictions to prevent development in the area that would be protected by the recommended improvements. The committee believes that zoning matters are the responsibility of local governmental agencies, however, they should be advised of the flood hazards that exist in the area, and the representatives of the Corps of Engineers should cooperate with local officials in advising developers in the unprotected area that they do so at their own risk. If those areas are to be developed, responsibility for protection should rest with developers or other local interests.

FORT WORTH FLOODWAY, TEX.

(H. Doc. 402, 86th Cong.)

Location.—Forth Worth is located on the West Fork of Trinity River in north-central Texas. The West Fork watershed contains 3,502 square miles of which 2,088 are upstream from the existing Fort Worth Floodway. Clear Fork, the main tributary, joins the West Fork 6 miles downstream from the head of the existing floodway.

Report authorized by.—Resolution, House Committee on Public Works, adopted June 27, 1957.

Existing project.—Federal projects for flood control in the area consist of the Fort Worth Floodway, extending along a 13-mile reach on the West Fork and 1.2 miles on the Clear Fork in the city of Fort Worth and Benbrook Reservoir at mile 15 on the Clear Fork. The Soil Conservation Service has constructed flood-detention reservoirs in the headwaters of the West Fork and the Clear Fork and it is planning additional units in the two watersheds. Local interests have constructed water conservation reservoirs on the West Fork at Lake Worth, Eagle Mountain Lake, and Lake Bridgeport, 7, 19, and 63 miles above the existing Fort Worth Floodway, which provide some flood protection to downstream areas, through use of surcharge storage. In addition local interests have constructed two reservoirs for flood control and recreation in the Marine Creek watershed, a tributary to the West Fork immediately downstream from the mouth of Clear Fork, and two levees on the right bank of the Clear Fork at the head of the Fort Worth Floodway.

Flood problem.—A serious flood problem exists along the West Fork in the 7-mile reach between the Lake Worth Dam and the head of the existing floodway. The areas in this reach which are subject to inundation total about 784 acres and the property value is about \$12,121,000, of which 83 percent is residential.

Recommended plan of improvement.—Upstream extension of the Fort Worth Floodway on the West Fork to the vicinity of Lake Worth to include: (a) Enlarging and realineing the channel of West Fork between about mile 564.5 and 570.4 and of the lower 0.6 mile of Farmers Branch; (b) constructing levees along 2.1 miles of the left bank and 5.8 miles of right bank of the improved channel of West Fork; (c) constructing necessary interior drainage facilities, including sump-storage areas, gated culverts, and a diversion channel in lieu of additional sump areas; (d) Filling two unprotected areas adjacent to the improved channels to elevations about 2 feet above design water surface, utilizing waste material from the channel.

Estimated cost (price level, January 1959).—

Federal.....	\$2, 241, 000
Non-Federal.....	3, 102, 000
Total.....	5, 343, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$82, 900	\$148, 600	\$231, 500
Operation and maintenance.....	0	70, 000	70, 000
Total.....	82, 900	218, 600	301, 500
Annual benefits:			
Flood damages prevented.....			340, 200
Land enhancement.....			10, 700
Total.....			350, 900

Benefit-cost ratio.—1.2.

Local cooperation.—Furnish lands, easements, and rights-of-way including sump area; hold and save the United States free from damages; maintain and operate the project; make alterations to existing improvements; prohibit encroachment in the sump areas and flood carrying capacity of floodway extension.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of report to Congress. Comments on responsibility of local interests establishing flood plain zoning in an unprotected area outside the project limits prior to request for funds to initiate construction of the project.

Remarks.—The committee has given careful consideration to the recommendations of the Chief of Engineers and to the views of the State and Federal agencies regarding the extension of this project. The Bureau of the Budget has indicated that favorable consideration of any request for funds to initiate construction of the project would be contingent upon local interests establishing flood plain zoning of a large area of relatively undeveloped land within the flood plain and lying outside of the area afforded protection by the recommended improvements. The committee notes that the Chief of Engineers has

suggested in his report that local interests give consideration to zoning the flood plain in the area not to be protected by the proposed improvements. The committee is in accord with this objective. However, while the committee considers it desirable for local interests to accomplish flood plain planning, including zoning where justified, it feels that a requirement for such zoning is not appropriate since this is a local function. Also, the committee notes that in the subject case the area for which zoning is proposed lies outside the area to be protected. An item authorizing this project in accordance with the recommendations of the Chief of Engineers has been included in the omnibus bill. In this connection, the committee recommends that when the Congress considers appropriating funds for construction of this project, that failure on the part of local interests to zone the flood plain in the unprotected area, not be held as a bar to the appropriation of such funds.

BLIEDERS CREEK, NEW BRAUNFELS, TEX.

(H. Doc. 180, 86th Cong.)

Location.—Blieders Creek joins the Comal River, a tributary of the Guadalupe River, at Comal Springs near the northern edge of New Braunfels, Tex. The Blieders Creek watershed has a drainage area of about 17 square miles.

Authority.—Resolutions, Senate Committee on Public Works adopted February 29, 1956, and House Committee on Public Works adopted June 13, 1956.

Existing project.—No Federal improvement for flood control on Blieders Creek.

Flood problem.—Flood damages along Blieders Creek and the Comal River are confined almost entirely to New Braunfels. This area includes an expensive residential section, a steam-electric power-plant, industrial warehouses, railroad property, the city water plant, and the extensively developed city park (Landa Park).

Recommended plan of improvement.—A flood-control reservoir with an earth dam, about 84 feet high and 3,130 feet long, with a capacity of 7,300 acre-feet for flood control and 400 acre-feet sediment storage, located about 1.5 miles north of New Braunfels.

Estimated cost.—

	Federal	Non-Federal	Total
Price level, 3d quarter 1957.....	\$1,060,000	\$83,000	\$1,143,000
Project economics:			
Annual charges:			
Interest and amortization.....	39,100	2,800	41,900
Maintenance.....		4,000	4,000
Total.....	39,100	6,800	45,900
Annual benefits: Flood damages prevented.....			108,900
Total.....			108,900

Benefit-cost ratio.—2.4.

Local cooperation.—Lands, easements, and rights-of-way; hold and save; maintain and operate; road relocations. The City Commission of New Braunfels and Commissioners Court of Comal County have indicated that they will meet the requirements.

Comments of State and Federal agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

Federal Power Commission: No objection.

State of Texas: Approved with a further recommendation that provision be made to convert from a flood control to a flood control-water conservation project.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood-control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood-protection projects.

Remarks.—The committee notes that the Blieders Creek project has an exceptionally high benefit-cost ratio of 2.4 to 1 and that the cost sharing arrangements are in accordance with provisions previously adopted by the Congress and which are applicable to other projects in the bill. The committee has therefore seen fit to include the project in the bill in accordance with the recommendations of the Chief of Engineers.

McKINNEY BAYOU, ARK.

(H. Doc. 220, 86th Cong.)

Location.—McKinney Bayou is a right bank tributary of the Red River in southwestern Arkansas, entering the main stream at mile 386.5. The area considered in this report lies about 12 miles east of Texarkana, Ark., and contains about 39,400 acres.

Report authorized by.—Resolution of the House Committee on Rivers and Harbors, adopted February 25, 1938.

Existing project.—The existing project for Red River below Denison Dam provides for raising and strengthening the main stem Red River levees and for constructing reservoirs in the tributary basins. The levee system protects the area considered in this report from Red River overflow, and the reservoir system will lower stages and thereby reduce backwater flooding in the lower McKinney Bayou Basin. The plan of improvement was amended in 1955 to include a project on McKinney Bayou providing for channel clearing, realinement, and enlargement of McKinney Bayou below mile 50; enlargement of the existing hillside floodway levee between miles 12 and 14 and extension upstream to the mouth of Red Chute, thence up Red Chute for 2 miles; construction of a new levee and closure of high water outlets between miles 31 and 43; and the construction of appurtenant drainage works, including a floodgate at about mile 14.

Flood problem.—The area is subject to overflow from a combination of rainfall and backwater from McKinney Bayou and its tributary, Red Chute. Also, about 21 miles of lateral ditches constructed by local interests are inadequate.

Recommended plan of improvement.—Modifications of the existing project for Red River below Denison Dam to provide for further im-

provement of McKinney Bayou, Ark. and Tex., for flood control and drainage, comprising about 8.6 miles of channel excavation, and levee construction with appurtenant culverts. The plan also includes the rehabilitation and extension of the interior drainage system by local interests.

Estimated cost (price level, February 1957).—

Federal.....	\$346, 400
Non-Federal.....	204, 800
Total.....	551, 200

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$12, 400	\$7, 200	\$19, 600
Operation and maintenance.....	0	6, 800	6, 800
Loss of taxes.....	0	300	300
Total.....	12, 400	14, 300	25, 700
Annual benefits:			
Flood damages prevented.....			22, 400
Land enhancement.....			28, 700
Total.....			51, 100

Benefit-cost ratio.—1.9.

Local cooperation.—Provide lands, easements, and rights-of-way; contribute in cash 20.8 percent, presently estimated at \$90,900, of cost of channel improvements, levees, and culverts, prior to commencement of construction, because of land enhancement (drainage) benefits. Construct at their expense bridges, relocations and alterations of public utilities; rehabilitate and extend the lateral drainage system; hold and save; maintain and operate all works after completion. Local interests have indicated that they will meet the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: Has no objection.

Department of Agriculture: Has no objection.

State of Arkansas: Concurs in the project.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee is of the opinion that the recommended improvements, with the rehabilitation and extension of the interior drainage system by local interests, will alleviate the flood problem in the McKinney Bayou area, permit better land use, and is a worthwhile project. The allocation of costs between local interests and the Federal Government appears equitable.

MANIECE BAYOU, ARK.

(H. Doc. 288, 86th Cong.)

Location.—Maniee Bayou is a left bank tributary of the Red River in southwestern Arkansas, entering the main stream at mile 397. For its entire length of about 26 miles the bayou meanders through the flood plain of Red River in Lafayette County, Ark., generally following the hill line and lying roughly parallel to the river. Above mile 10,

the bayou is known as Field Bayou. Above the lower end of the Red River levee, Maniece Bayou drains about 87 square miles, of which 48 square miles are within the alluvial valley of Red River.

Report authorized by.—House Rivers and Harbors Committee resolution adopted February 25, 1938.

Existing project.—The existing Federal projects affecting the area are Denison Reservoir, and Red River below Denison Dam. The latter project provides for raising and strengthening the main stem Red River levees and for constructing reservoirs in the tributary basins. The levee system is approximately 80 percent complete and four reservoirs are essentially completed. The plan of improvement was modified in 1955 to include a project on Maniece Bayou providing for realinement and enlargement of the lower 8 miles of the bayou.

Flood problem.—The Maniece Bayou area is protected from direct headwater overflow from Red River, but is subject to flooding from headwater floods originating within the watershed; and the lower part of the basin is subject to backwater flooding from the river. Flooding of the area above the authorized channel improvement at mile 8 results primarily from lack of capacity of the existing channels and tributary drainage ditches to accommodate rainfall runoff. Average annual flood damages, with the authorized improvement assumed to be in place, are estimated at \$21,600, all of which are damages to crops.

Recommended plan of improvement.—Modification of the existing project for Red River below Denison Dam to provide for further improvement of Maniece Bayou, Ark., for flood control and drainage, consisting of channel enlargement and realinement of Maniece and Field Bayous below mile 23.1, including enlargement of Maniece Bayou below mile 8 beyond that already authorized, provision of a low water dam near the end of the existing left bank Red River levee, extension of the levee by a spoil bank for a distance of 3.5 miles to the mouth of Maniece Bayou, and construction of an appurtenant interceptor drainage ditch.

Estimated cost (price level, March 1959).—

Federal.....	\$668, 400
Non-Federal.....	453, 100
Total.....	1, 121, 500

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$23, 955	\$16, 300	\$40, 255
Maintenance.....	0	13, 700	13, 700
Total.....	23, 955	30, 000	53, 955
Annual benefits:			
Flood damages prevented.....			21, 600
Increased land use.....			53, 400
Fish and wildlife losses.....			-3, 100
Total.....			71, 900

Benefit-cost ratio.—1.3.

Local cooperation.—Prior to initiation of construction, local interests shall agree to (1) provide without cost to the United States all lands, easements, and rights-of-way, and (2) furnish assurances that

they will (a) contribute in cash 29.2 percent of the cost of the major outlet channel excavation to be accomplished by the United States due to land enhancement, and that such contribution, presently estimated at \$270,600, be paid prior to commencement of construction, the final allocation of costs to be made after actual costs have been determined; (b) construct at their own expense all bridge changes and make all necessary relocations or alterations of utilities; (c) rehabilitate and extend the lateral drainage system; (d) hold and save the United States free from damages; and (e) maintain and operate all the works after completion. Local interests have indicated their willingness and ability to comply with the terms of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Notes that U.S. Fish and Wildlife Service is pleased to note that their recommendation for a low-water dam in Maniece Bayou has been accepted.

Department of Agriculture: Favorable.

State of Arkansas: Favorable.

*Comments of the Bureau of the Budget.—*No objection to submission of report to Congress.

*Remarks.—*The recommended improvements would reduce the annual flood damages in a large agricultural area, and permit increased utilization of the land in the protected area. The committee considers this project economically justified and recommends its adoption.

RED RIVER AT EAST POINT, LA.

(H.Doc. 406, 87th Cong.)

*Location.—*East Point and the adjacent areas comprise 9,000 acres of bottom land in west-central Louisiana on the left bank of Red River, between Loggy Bayou and the mouth of Coushatta Bayou, 267.3 and 253.2 miles, respectively, above the mouth of Red River.

*Report authorized by.—*House Rivers and Harbors Committee resolution adopted February 25, 1938. This is an interim report in partial response to the authorization.

*Existing project.—*The existing Federal projects for Denison Dam and the Red River below Denison Dam provide for construction of reservoirs in combination with existing or authorized Federal and non-Federal levee improvements, channel stabilization and incorporation of existing projects. Levee and channel improvements in the immediate vicinity of the area under consideration include a main stem levee on the right bank of Red River, and channel improvement in Loggy Bayou from its mouth to a point 7.8 miles upstream.

*Flood problem.—*The area is subject to flooding from Red River by backwater entering through Coushatta Bayou during ordinary floods, and by overflow along the left bank during extreme floods. Average annual damages under existing conditions for recurrence of the seven major floods from 1908 through 1958 are estimated at \$31,600. The corresponding annual damages after all reservoirs are completed on the Red River tributaries below Denison Dam are estimated at \$12,200.

*Recommended plan of improvement.—*Modification of the existing project for Red River below Denison Dam to provide for the construction of about 13 miles of levee and levee enlargement, commenc-

ing at the existing levee across the head of Coushatta Bayou near mile 4 of Loggy Bayou and extending along the south bank of Loggy Bayou to its mouth, thence downstream along Red River to mile 257, and easterly across the embankment of the Louisiana & Arkansas Railroad to the bluff line; with a closure and outlet structure at Coushatta Bayou, and other appurtenant work.

Estimated cost (price level of July 1959).—

Federal.....	\$273, 000
Non-Federal.....	26, 100
Total.....	299, 100

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$9, 700	\$1, 200	\$10, 900
Maintenance.....		900	900
Loss of productivity on lands.....		100	100
Total.....	9, 700	2, 200	11, 900
Annual benefits: Prevention of flood damages.....			18, 600

Benefit-cost ratio.—1.6.

Local cooperation.—Furnish lands, easements, and rights-of-way, make relocations and alterations of highways and utilities required, maintain and operate the works, hold and save the United States free from damages, and permit no encroachment on ponding areas unless substitute storage or pumping capacity is provided without cost to the United States. Local interests are willing and able to furnish items of cooperation.

Comments of State and Federal Agencies.—

State of Louisiana: Favorable.

Department of Interior: Favorable.

Comments of Bureau of Budget.—No objection to submission of report, but recommended project be deferred until Congress has considered S. 2060, and local interests share at least 30 percent of the costs of the improvements.

Remarks.—This project could not be accomplished under the small unauthorized project authority (Public Law 685-84) because it is a modification of an authorized project.

This modification is considered necessary to prevent backwater flooding from Red River, and to provide additional levee protection against overflows of Red River. It would make the functioning of the existing project more complete, and enhance the economics of that project. The committee notes the relatively high economic ratio of project on its own merits and considers its authorization to be justified.

RED RIVER AT GARLAND CITY, ARK.

Location.—The project is located on the Red River near Garland City, Miller County, Ark., about 372 miles above the mouth of the river.

Problem.—Continued recession of the right bank of the river above the St. Louis Southwestern Railroad and U.S. Highway 82 bridges is threatening these structures. The owners have spent approximately

\$612,000 to protect these structures, also if corrective action is not taken the town of Garland City will ultimately be threatened.

Existing project.—The existing project for Red River below Denison Dam, authorized by the act approved July 24, 1946 provides for bank stabilization at locations along Red River where setbacks are uneconomical or impossible. These elements are not present in the work proposed in this item.

Plan of improvement.—Extensive realignment of the channel with a dredge cut approximately $1\frac{3}{4}$ miles in length to recapture a favorable channel approach to the bridge. About 10,000 linear feet of revetment will be placed to hold the channel in the new alinement.

Estimated cost.—

Federal.....	\$1, 750, 000
Non-Federal.....	7, 500

Local cooperation.—Provide lands, easements, and rights-of-way and relocations if required; hold and save the United States free from damages; and maintain and operate after completion. The Arkansas Highway Department has indicated that it will provide assurances.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$95, 000	\$400	\$95, 000
Operation and maintenance.....		20, 000	20, 000
Total.....	95, 000	20, 400	115, 400
Annual benefits: Prevention of losses and cost of emergency work.....			183, 100

Benefit-cost ratio.—1.5

Comments of the Bureau of the Budget.—No objection if, before project is constructed, plans are approved by the Secretary of the Army and the President.

Remarks.—Due to the emergency nature of the project the committee has included the project in the bill subject to the requirements of approval of the Bureau of the Budget.

VILLAGE CREEK, WHITE RIVER, AND MAYBERRY LEVEE DISTRICTS, ARKANSAS

Location.—The Village Creek, White River, and Mayberry Levee Districts are on the left bank of the White River near Newport in northeastern Arkansas. The area, which is about 14 miles long and 4 miles wide, is drained by Mill Creek, Taylor Slough, and their tributaries.

Report authorized by.—Resolution, House Committee on Flood Control, adopted July 23, 1946.

Existing project.—The existing Federal project in this area provides for raising, enlarging, and connecting the existing levees on the left bank of the White River and extending them to high ground. Gated culverts were provided in the levees to dispose of internal drainage after floods on the White River recede.

Flood problem.—Because of the choked conditions of the streams, flat slopes, and inadequate drainage facilities, flooding of agricultural land occurs when the gates in the existing levee are closed during high

stages on White River causing interior ponding. In addition, slow runoff causes flooding when the gates are open.

Plans investigated by Corps of Engineers

	Plan I ¹	Plan II ²	Plan III ³
Federal cost ⁴	\$294,000	\$1,072,000	\$1,322,000
Non-Federal cost.....	323,000	316,000	329,000
Total cost.....	617,000	1,388,000	1,651,000
Annual charges.....	29,210	71,670	84,700
Annual benefits.....	52,140	77,290	87,103
Benefit-to-cost ratio.....	1.8	1.08	1.03
Ponding area, acres.....	2,930	1,800	970

¹ Channel improvement and ponding area (recommended by Corps of Engineers).

² Channel improvements and sump area with 180,000-gallon-per-minute pump.

³ Channel improvements and sump area with 300,000-gallon-per-minute pump (included in bill by Senate committee).

⁴ Includes cost of measures to mitigate fish and wildlife losses which was not included in plans of district engineers report.

Plan recommended by Corps of Engineers.—Plan I above which would provide for cleaning, clearing, and enlarging about 14.7 miles of the existing channels; and constructing about 10.6 miles of new channels, including construction of measures to mitigate fish and wildlife losses, which would divert the runoff from the Mill Creek area to a ponding area (2,930 acres) at the drainage structure.

Plan included in bill by Senate committee.—Plan III above, which would provide for cleaning, clearing, and enlarging about 14.7 miles of the existing channels; constructing about 10.6 miles of new channels, including construction of measures to mitigate fish and wildlife losses, which would divert the runoff from the Mill Creek area to a ponding or sump area (970 acres) at the drainage structure through the levee at Taylor Slough; and the construction of a pumping plant at Taylor Slough having a maximum capacity of 300,000 gallons per minute.

Local cooperation.—Plan recommended by Corps of Engineers: Under this plan local interests would be required to furnish all lands, easements, and rights-of-way necessary for the project; hold and save the United States free from damages; provide lands or easements for necessary pondage areas and hold and save the United States from claims resulting from flooding due to residual interior drainage; maintain and operate all works after completion; make any alterations to existing improvements; construct on-the-farm drainage facilities; and inform all individuals concerned that some flooding will continue to occur because of temporary ponding.

Plan included in bill by Senate committee: Under this plan local interests would be required to furnish, in addition to the items in plan I, a cash contribution of 13.3 percent of the cost for construction, due to land enhancement, presently estimated at \$203,000, the final adjustment to be made after actual costs have been determined.

Comments of State and Federal agencies.—

Department of the Interior: Proposed a plan of improvements for mitigating fish and wildlife losses in the area (report revised accordingly).

Department of Agriculture: Favorable.

State of Arkansas: Recommended additional measures (plan III) for reduction of flood damages.

Comments of the Bureau of the Budget.—No objection to the plan of improvement recommended by Chief of Engineers.

Remarks.—Local interests presented information showing that plan III would eliminate more than 95 percent of the flood damages in the White River and Mayberry Levee Districts due to interior runoffs whereas plan I recommended by the Chief of Engineers would eliminate about 45 percent. In addition, less than 1,000 acres would be required for a ponding area under plan III and nearly 3,000 acres would be needed for ponding purposes in plan I. Furthermore, they indicate that during floods on the White River the gates for draining the interior runoff have been closed for as long as 150 days during the growing season, and, considering the high, frequency of flooding have made farming of the lower lands risky. The committee believes that in order to conserve the existing land resources of the area that plan III in the report of the Chief of Engineers should be adopted.

The committee considers this project necessary for proper functioning of the completed project in which the Government has considerable investment. The committee further considers that the recommended improvements should be considered as a modification of the existing project, and the entire plan figured as a unit. It is believed that the benefit-cost ratio of such a plan would exceed 2.0, and that plan III, which gives the greatest benefits, should be adopted.

ARKANSAS RIVER BASIN COMPREHENSIVE PLAN

(Combining of Authorized Plans)

Congress, in various acts, has authorized the development of the Arkansas River Basin for flood control, navigation, and allied water uses.

The flood control plan was authorized in the Flood Control Act of 1938 and has been amended in subsequent flood control acts to include additional projects and increases in monetary authorizations.

The multiple-purpose or so-called navigation plan was authorized in the River and Harbor Act of 1946 and modified by subsequent acts of Congress. The multiple-purpose plan, in addition to authorizing new navigation and power projects, authorized the inclusion of power in a number of previously authorized flood control reservoirs.

Although the flood-control and multiple-purpose projects are being constructed as a single coordinated plan of development, the Corps of Engineers must maintain separate accounting records for the flood-control and multiple-purpose plans. This is necessary because the monetary authorizations cannot be combined due to the different types of congressional authorities. Combining the various authorizations for the Arkansas River Basin comprehensive plans into one account will result in more efficient administration of the comprehensive plan. This action will in no way affect the prosecution of the various projects in the basin.

Summary of accounts

Item	Account	
	Flood control	Navigation
Total estimated Federal cost.....	\$312,318,800	\$1,007,207,000
Available monetary authorization.....	198,773,000	136,000,000
Appropriations through fiscal year 1960.....	175,345,800	65,174,000
Remaining monetary authorization.....	23,427,200	70,826,000
Proposed funding, fiscal year 1961-63.....	91,104,000	181,800,000
Shortage of monetary authorization.....	-67,676,800	-110,974,000
Additional authorization required for 3 years.....	68,000,000	111,000,000
Combined additional monetary authorization required for 3 years.....	179,000,000	

In order to provide for administrative ease of handling the accounting of this basin plan, the committee has included language in the bill authorizing the combining of the two plans.

MAIN STEM OF THE RIO GRANDE ABOVE ELEPHANT BUTTE DAM, N. MEX.

(S. Doc. 94, 86th Cong.)

Location.—The Rio Grande rises on the eastern slopes of the Rocky Mountains above Creede, Colo., flows south through New Mexico, and forms the boundary of Texas between the United States and Mexico. The drainage area above Elephant Butte Dam, 158 miles below Albuquerque, is 26,400 square miles, most of which is in New Mexico.

Report authorized by.—Resolution of the Senate Public Works Committee adopted June 28, 1956.

Existing project.—The authorized Federal improvements which will reduce flooding in New Mexico from the Rio Grande are to be accomplished concurrently by several agencies. The corps has completed Jemez Canyon Dam on Jemez River, is constructing Abiquiu Dam on the Rio Chama and levees for the Rio Grande Floodway in the Espanola and Middle Valleys, and is authorized to construct low Chamita Dam on the Rio Chama. The Bureau of Reclamation has completed Platoro Dam on the Conejos River in Colorado, is rectifying the Rio Grande Channel through the Espanola and Middle Valleys, is rehabilitating the Middle Rio Grande Conservancy District in the Middle Valley, and is authorized to construct the Wagon Wheel Gap Dam on the Rio Grande in Colorado. In addition, diversion channels are authorized for construction by the corps at Albuquerque and Socorro to collect and divert floodflows originating on tributary arroyos in those areas.

Flood problem.—Floods in the Middle Valley are of two types: the long duration, moderate magnitude, spring flood originating from snowmelt in the headwaters, and short duration, large magnitude summer floods resulting from high intensity rainfall on local tributaries. Albuquerque is afforded partial protection by levees constructed as a unit of the authorized Rio Grande Floodway but a long-duration spring flood of 20,000 cubic feet per second, which is less than the maximum of record (modified by the authorized reservoirs), would cause the levees to start failing.

Recommended plan of improvement.—Modification of the plan for flood and sediment control in the Rio Grande by deletion of the

authorized low Chamita Reservoir project on Rio Chama, the addition of Cochiti Reservoir on Rio Grande and Galisteo Reservoir on Galisteo Creek, and a reservoir regulation plan for the release of flood control storage. Cochiti Dam, an earthfill structure with reservoir capacity of 492,000 acre-feet for flood control and 105,000 acre-feet reserved for sediment, is located about 50 miles above Albuquerque on the Rio Grande. Galisteo Dam, an earthfill structure with reservoir capacity of 117,000 acre-feet for flood control and 13,000 acre-feet reserved for sediment, would be constructed on Galisteo Creek about 4 miles above its confluence with Rio Grande which is about 10 miles below the Cochiti site.

Estimated cost (price level, November 1957).—

	Federal	Non-Federal	Total
Cochiti.....	\$43,408,000	0	\$43,408,000
Galisteo.....	14,887,000	0	14,887,000
Total.....	58,295,000	0	58,295,000

Project economics.—

	Cochiti	Galisteo
Annual charges:		
Interest and amortization.....	\$1,646,478	\$545,794
Operation and maintenance.....	253,522	59,206
	1,900,000	605,000
Annual benefits: Flood damages prevented.....	2,475,000	695,000
Benefit-cost ratio.....	1.3	1.2

Local cooperation.—None required for the improvements proposed.

Comments of State and Federal agencies.—

Department of Commerce: Favorable.

Department of Agriculture: The Department objects to exchange of lands under its jurisdiction for Indian lands needed for the recommended project, as contemplated in the report of the Board of Engineers for Rivers and Harbors and the proposed report of the Chief of Engineers. After reconsidering the matter, the Chief of Engineers deleted the recommendation for an exchange of Federal or other lands for the Indian lands required for the project.

Department of Interior: The Department objects to any construction that would have an adverse effect on Bandelier National Monument; however, in case of authorization by Congress it recommends the inclusion of a permanent pool for fish and wildlife and recreation purposes.

Federal Power Commission: Favorable.

Atomic Energy Commission: Favorable.

Public Health Service: Favorable.

State of Texas: Favorable.

State of New Mexico: Favorable.

State of Colorado: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress.

Remarks.—The existing project on the Rio Grande will provide flood and sediment control and permit improvement of irrigation works and the channelization of the Rio Grande Valley to eliminate the loss of water through nonbeneficial consumption by vegetation in the flood plains. At the time of its authorization it was recognized that the proposed works would only provide partial protection to the valley, as reservoirs on the tributaries only were included in the plan, and the provision of essential main stream storage was deferred. The two reservoirs proposed at this time will serve to control floods in the valley and prevent sedimentation of the channels, and provide flood protection to the levees and channelization work that has been completed and is under construction.

The committee considers these proposed reservoirs to be important units in the plan of improvement of the middle Rio Grande Valley, and will provide large benefits to all the States of the basin and to the Republic of Mexico. Apportionment of the waters of the Rio Grande under the interstate compact will be greatly assisted by the control of floods, and the salvage of water which will result from the operation of these reservoirs and the benefits produced will be widespread. The committee was advised that the plan of operation of the two reservoirs included in the bill has the approval of all the basin States and the interested Federal agencies. The committee considers the construction of these projects at Federal expense to be in line with existing policy on reservoirs of this nature and to be fair and equitable and entirely justified.

REDWOOD RIVER AT MARSHALL, MINN.

Location.—The city of Marshall is located on the Redwood River in southwestern Minnesota.

Report authorized by.—Resolution by Committee on Public Works of the U.S. Senate adopted June 20, 1957, and section 6 of the Flood Control Act approved June 22, 1936.

Existing project.—No projects have been authorized by Congress for construction by the Corps of Engineers in the Redwood River Basin. Two channel improvement projects, one completed and the other under construction, under special continuing authorities by Congress, are located in reaches of the river below Marshall. The city of Marshall has completed a cutoff channel near the downstream city limits.

Flood problem.—Inadequate channel capacity through and in the vicinity of Marshall results in flooding to the major part of the business and residential areas of the city and to wide areas of adjacent farmlands.

Recommended plan of improvement.—Provides for clearing and cleaning of 3.1 miles of channel and earth levee 2,135 feet long immediately upstream from Marshall, thence a diversion channel 2.9 miles long around Marshall with appurtenant works.

Estimated cost (October 1959 price level).—

Federal.....	¹ \$2, 252, 000
Non-Federal.....	701, 000
Total.....	2, 953, 000

¹ Exclusive of preauthorization cost, \$66,000.

Project economics.—

Annual charges:

Federal	-----	\$81, 900
Non-Federal	-----	35, 900
Total	-----	117, 800

Annual benefits: Flood damages prevented, \$156,300.

Benefit-cost ratio.—1.3.

Local cooperation.—(a) Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (b) hold and save the United States free from damages due to the construction works; (c) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; (d) make at their own expense all necessary changes to buildings, highway bridges and approaches, utilities including sewers, and related and special facilities; and (e) prevent encroachments which would reduce the flood-carrying capacity of either the diversion channel, or the existing channel of Redwood River within the project limits.

Comments of State and Federal agencies.—

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

State of Minnesota: Favorable.

Remarks.—The committee is cognizant of the existing conditions at Marshall, where a number of serious floods have occurred, the most recent one virtually inundating the entire city, resulting in millions of dollars of damages, and much personal suffering and hardship. Following this last flood, the President declared Marshall a disaster area. The committee was advised that local interests are heartily in favor of this diversion, believing it extremely vital to the future of the community, and agree to meet the requirements of local cooperation. The committee considers this an emergency situation, and recommends authorization of the proposed project.

CORALVILLE RESERVOIR BRIDGE

This language would modify the project for the Coralville Reservoir on the Iowa River, Iowa, authorized by the Flood Control Act of June 28, 1938 (52 Stat. 1215), in order to provide for a highway bridge across the reservoir at or near the Mehaffey site to replace a previously existing bridge crossing in Johnson County on County Road Y.

In 1954, a contract was entered into between the United States and Johnson County covering the adjustment and relocation of roads and bridges and the abandonment of certain county-owned road facilities in the Coralville Reservoir area. The actual cost of alteration of roads was approximately \$800,000. Included in the roads to be abandoned is that portion of County Road Y in the reservoir area, including the Mehaffey Bridge crossing of the Iowa River. The contract provides that the bridge shall become the property of the United States; in addition, the contract provides for release by the county from any future claims or demands on the United States for damages to road facilities in any way arising out of the construction and operation of Coralville Reservoir.

The old bridge structure was built prior to 1900, and was in poor condition and subject to natural flooding about once in every 7 years. County Road Y is included on the Federal-aid secondary highway system, and would be eligible for participation with Federal-aid funds apportioned to the State for projects on that system in the usual 50-50 Federal-State matching ratio.

The committee was advised that local interests now desire that the river crossing not be abandoned and that a replacement be provided at a higher elevation above the reservoir pool. It was stated that abandonment of the bridge would seriously affect the normal pattern of the communities of the area, including access to a large State-owned and maintained park serving two large cities, the State university, and many smaller communities. Provision of adequate fire protection is more difficult, servicing of utility lines more expensive, and movement of equipment and produce on farms lying along both sides of the river require trips of 15 to 20 miles additional, requiring more time and travel.

The Corps of Engineers advised the committee that a crossing at this locality is economically justified. The committee believes there are many equitable considerations which would warrant a degree of Federal participation in the cost of the bridge replacement, and that the Chief of Engineers should determine the amount of such equitable Federal contribution to the bridge replacement, with a limit of \$1,180,000 Federal funds. It also believes that local interests should construct the necessary approaches to the bridge site, including any necessary access roads, and provide the necessary lands, easements, and rights-of-way for the construction works.

MISSOURI RIVER BASIN

Location and description.—The Missouri River is formed by the confluence of the Gallatin, Madison, and Jefferson Rivers at Three Forks, Mont., in the southwestern part of the State. It flows in a general southeasterly direction to its junction with the Mississippi River about 17 miles above St. Louis, Mo. From the headquarters of the Missouri River to its mouth, the surrounding area changes from mountainous at the headwaters to sloping terrace lands and finally to rolling plains near its mouth. The river has a total length of 2,460 miles and drains an area of about 529,350 square miles, of which 9,715 square miles are in Canada. The basin's economy is predominantly agricultural; however, manufacturing is an important occupation, consisting principally of processing crops and livestock into food products. Floods on the Missouri River occur frequently causing severe damages to municipal, residential, agricultural, and industrial properties. It has been estimated that on the major streams flood damages totaled \$68 million in the flood of 1948 and \$213 million in the flood of 1947. The great flood disaster of July 1951, in Kansas and Missouri, inflicted damages of more than \$1 billion. Records indicate that a total of 291 lives have been lost due to floods since 1935.

Existing comprehensive plan.—A general plan for the Missouri River and its tributaries was prepared by the Corps of Engineers in accordance with studies made pursuant to House Document No. 308, 69th Congress. The comprehensive plan of improvement for the basin was initiated by Congress in the River and Harbor Act of 1935,

which authorized the construction of the Fort Peck Dam. A number of local protection projects were authorized by the Flood Control Act of 1936. In the Flood Control Act of 1938, Congress approved a general comprehensive plan for flood control and other purposes, and the Flood Control Act of 1944 expanded that plan to provide a coordinated plan of improvement for flood control and water conservation for the basin as a whole, known generally as the Pick-Sloan plan for the Missouri River Basin. It is being accomplished jointly by the Corps of Engineers and the Bureau of Reclamation. These authorizations combine to provide a comprehensive plan for control and use of the water resources of the Missouri River Basin for flood protection, navigation, irrigation, water supply for industrial and domestic use, development of hydroelectric power and other purposes.

Benefits.—The comprehensive plan of development will produce many benefits throughout the basin, including prevention of flood damages; increased crop production through irrigation; much-needed hydroelectric power for domestic, commercial, and industrial uses; recreational developments at reservoir areas; and regulation of river flows for navigation and municipal and industrial water supply. Many of the above benefits are reimbursable and the costs of these functions will be paid back to the Federal Government. There are also other related benefits not susceptible to monetary evaluation, including benefits accruing to the plan of improvement due to the growth of industry, business, and population. The construction and operation of the main-stem reservoirs and levee system will afford complete protection along the main stem of the Missouri River below Sioux City as well as important reductions in flood stages on the lower Mississippi River. The construction and operation of the tributary reservoirs designed primarily for flood control, together with additional reservoirs and local protection projects recommended for construction by the Corps of Engineers, will effect a large reduction in the frequency and magnitude of tributary overflows, providing a high degree of flood control.

Existing authorization and status.—The existing project was authorized by the following flood-control acts, with the amount of authorizations as indicated:

Present monetary authorization:

Flood Control Act, June 28, 1938.....	\$9, 000, 000
Flood Control Act, Aug. 18, 1941.....	7, 000, 000
Flood Control Act, Dec. 22, 1944.....	200, 000, 000
Flood Control Act, July 24, 1946.....	150, 000, 000
Flood Control Act, May 17, 1950.....	250, 000, 000
Flood Control Act, Sept. 3, 1954.....	217, 710, 000
Flood Control Act, July 3, 1958.....	205, 384, 000

Total.....	1, 039, 094, 000
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Through fiscal year 1960, Congress has appropriated funds in the amount of \$915,339,700. This leaves a balance of available monetary authorization for future appropriations of \$123,754,300.

Additional authorization.—The committee was informed by representatives of the Corps of Engineers that the approved budget for fiscal year 1961 includes funds in the amount of \$99,043,000, and that based upon its 6-year program for expenditures in the Missouri River Basin, the estimated appropriations required for fiscal years 1961–63 are \$329,932,000. The committee has therefore included an additional

amount of \$207 million monetary authorization in the bill in order that the prosecution of the comprehensive plan might proceed in an efficient and orderly manner. The House bill included \$132 million, which would provide the necessary funds for 2 years only, 1961 and 1962.

Information presented to the committee, indicated that the increased monetary authorization will be used for fiscal years 1961-63, approximately on the following schedules:

Projects on which requested authorizations will be used

Project	1961	1962	1963
Fort Randall Reservoir, S. Dak.....	\$400,000	\$1,400,000	\$2,729,000
Oahe Reservoir, S. Dak.....	53,500,000	57,000,000	35,000,000
Garrison Reservoir, N. Dak.....	4,000,000	5,490,000	0
Tuttle Creek Reservoir, Kans.....	16,500,000	9,122,000	0
Pomme de Terre Reservoir, Mo.....	3,600,000	2,367,000	0
Wilson Reservoir, Kans.....	2,300,000	5,500,000	5,500,000
Big Bend Reservoir, S. Dak.....	10,000,000	28,000,000	36,000,000
Topeka, Kans.....	2,600,000	5,500,000	3,836,000
Pomona Reservoir, Kans.....	3,500,000	5,000,000	2,600,000
Stockton Reservoir, Mo.....	250,000	857,000	4,000,000
Kasinger Bluff Reservoir, Mo.....	400,000	0	2,000,000
Ottawa, Kans.....	940,000	1,156,000	0
Osawatomie, Kans.....	0	0	450,000
Milford Reservoir, Kans.....	78,000	2,000,000	10,000,000
Perry Reservoir, Kans.....	175,000	500,000	2,500,000
Manhattan, Kans.....	800,000	1,762,000	0
Marysville, Kans.....	0	200,000	185,000
Beatrice, Nebr.....	0	0	235,000
Total.....	99,043,000	125,854,000	105,035,000
Monetary authorization.....	1,039,094,000	1,039,094,000	1,039,094,000
Appropriations.....	1,014,382,700	1,140,236,700	1,245,271,700
Remaining authorization.....	24,711,300	-101,142,700	-206,177,700
Additional authorization requested.....	0	-102,000,000	-207,000,000

WILSON DAM AND RESERVOIR, SALINE RIVER, KANS.

REPORT ON ECONOMIC JUSTIFICATION

(S. Doc. 96, 86th Cong.)

Location.—The Saline River rises in western Kansas and flows eastward 370 miles to its confluence with the Smoky Hill River near Salina, Kans. The Saline River Basin is about 215 miles long with an average width of about 16 miles and a drainage area of 3,425 square miles.

Report authorized by.—Public Law 505, 84th Congress, approved May 2, 1956.

Existing project.—The Wilson Dam and Reservoir project was originally authorized by the Flood Control Act of 1944 for construction by the Bureau of Reclamation as a unit in the Missouri River Basin comprehensive plan for irrigation, flood control, and other purposes. The project was transferred from the Bureau to the corps by Public Law 505, 84th Congress, approved May 2, 1956. The damsite is located at about mile 130 on the Saline River in Russell County about 50 miles west of Salina, Kans. The project proposed at the time of authorization would contain 262,000 acre-feet of storage, 117,000 acre-feet for irrigation and 145,000 acre-feet for flood control.

Problem.—Studies following the 1951 flood in the Kansas River Basin indicated the desirability of increasing the flood control storage. As a result of these studies and the relative importance of the flood control purpose, administrative jurisdiction of Wilson Dam and Reservoir was transferred from the Bureau of Reclamation to the corps by Public Law 505. However, the law stipulated that no funds could be expended for construction until the Secretary of the Army, with the approval of the President, had submitted a report demonstrating economic justification of the project for approval of Congress.

Recommended plan of improvement.—The multiple-purpose plan which demonstrates that the Wilson project is economically justified comprises an earthfill dam at mile 130.4 on the Saline River with an uncontrolled spillway and gated conduits for release of impounded water. Tentative storage allocations are 510,000 acre-feet for flood control, 225,000 acre-feet for conservation and 20,000 acre-feet for sedimentation for a total of 755,000 acre-feet.

Estimated cost (price level, July 1958).—

Federal.....	\$18,081,000
Non-Federal.....	0
Total.....	18,081,000

Project economics.—

Annual charges:	
Interest and amortization.....	\$774,000
Operation and maintenance.....	84,000
Total.....	858,000

Annual benefits:	
Flood control.....	817,000
Irrigation.....	308,000
Recreation.....	110,000
Navigation.....	11,000
Total.....	1,246,000

Benefit-cost ratio.—1.4.

Local cooperation.—None required.

Comments of State and Federal agencies.—

Department of the Interior: Commented that no consideration had been given to fish and wildlife resources in proposed report and that flood control pool might effect oil wells in the area.

Department of Agriculture: Partially favorable.

State of Kansas: Favorable.

Comments of the Bureau of the Budget.—Favorable. Approved by the President April 29, 1960.

Remarks.—The committee recognizes the former authorization of this project for irrigation and other purposes, as a unit of the comprehensive plan for the Missouri River Basin. It approves the report of economic justification of the reservoir submitted in accordance with Public Law 505, 84th Congress. Since the project is now of larger scope and has the emphasis on flood-control rather than irrigation, the committee believes that the project authorization should be on the basis of the presently proposed project, and as a unit in the Missouri River Basin plan at the current estimated cost.

PLATTE RIVER, COLO., WYO., AND NEBR., GERING VALLEY, NEBR.

Location.—Gering Valley is located in Scotts Bluff County, Nebr., in the western extremity of the Nebraska Panhandle. The valley is highly productive; irrigated farmland.

Problems.—Continued and accelerated bank erosion of the main Gering drain and laterals is causing loss of agricultural land, destruction of highway bridge approaches and has necessitated relocation of roads and railroad trackage. Postponement of construction will mean that this valley will continue to be subjected to further serious loss from floods and that erosion which now occurs even during periods of minor flows will continue unchecked.

Authorized plan.—The authorized plan of improvement includes construction of four small detention dams in canyons in the upper portion of the Gering Valley, enlargement of the lower reaches of the Gering drain, together with adjacent low levees, grade stabilization structures in the drain, reconstruction of the Ostensburg Chute, and alteration of one railroad bridge. The total estimated Federal cost of this plan is \$1,470,000. The plan was recommended subject to certain items of local cooperation.

Changed conditions.—The authorized plan of improvement must be revised as a result of changed physical conditions. In June and July 1958, severe floods in the lower watershed destroyed the Ostensburg Chute, eroded the main Gering Drain, destroyed 15 flumes across drain and the approaches to four county bridges, and washed out 1 mile of railroad track. Reformulation of project is necessary for development of a plan of improvement applicable to current and anticipated physical conditions.

Proposed plan of improvement.—On the basis of studies to date, the plan of improvement that will probably be required for flood control, grade stabilization, and bank stabilization in Gering Valley may include 8 small detention reservoirs for reduction of flood flows, approximately 75 drop structures for grade stabilization of Gering drain and the lower portion of its principal tributary drains, sloping of the vertical cutting banks of these drains, drainage structures for conducting surface water safely into the drains, and channel improvement and levees along lower Gering drain for flood control. The Soil Conservation Service in a watershed study is considering provisions of complementary improvements including land treatment measures for orderly disposal of excess surface water, lining of irrigation canals, and improvement of irrigation practices. The Federal cost for the Corps of Engineers' portion of the plan is not known at this time; however, it is recognized that the changes will be of such magnitude as to increase the cost several times over that authorized.

Local cooperation.—Under the previous authorization, local interests are required to (a) undertake a complementary program for improvement of existing irrigation and cropping practices, construction of auxiliary drainage facilities, and (b) furnish without cost to the United States, all lands, easements, and rights-of-way, required for the project, including reservoir lands and flowage easements; hold and save the United States free from damages due to the construction works; make all necessary alterations of highways, highway bridges, and irrigation structures; and maintain and operate the project after completion, including the detention dams and reservoirs. Further

consideration is being given to requirements of local cooperation in the current study.

Feasibility report.—A feasibility report covering the plan of improvement, cost, economic justification, and recommendation for local cooperation should be prepared, coordinated with the Soil Conservation Service, and submitted to the House of Representatives and Senate Public Works Committees for approval early in the next session of Congress.

Remarks.—The committee is cognizant of the value of this rich agricultural area, and the large investment local interests have made in the irrigation and other improvements. Without completion of this authorized flood-control project, the irrigation improvements will all be destroyed and much of the valuable farmland will be heavily damaged from erosion, will eave into the streams, or be covered with layers of sediment. The committee considers this to be an emergency situation, and that the study of a modification of the authorized project should be completed at an early date, in order to complete the bank stabilization and channel work and the small headwater reservoirs, and reduce the heavy damages that now occur. This project should be coordinated with the works of the Soil Conservation Service, since the nature of the terrain is conducive to a joint program of both agencies.

BIG SIOUX RIVER AT SIOUX FALLS, S. DAK.

Description.—Big Sioux River rises in northeastern South Dakota and flows generally southward to empty into the Missouri River just above Sioux City, Iowa. The drainage basin contains 9,310 square miles of which 6,410 are in South Dakota. At Sioux Falls, the river drops about 85 feet over a massive rock outcrop. About 95 percent of the basin is in farms where the principal occupations are crop production and stock raising. The population of the basin is about 250,000, of which nearly 53,000 are in Sioux Falls.

Authorized project.—The authorized project provides for channel improvements and levees along the Big Sioux River and the lower one-half mile of Skunk Creek and diversion headworks on the Big Sioux north of the municipal airport and a diversion channel to the Big Sioux below the falls. In addition, the project provides for appurtenant control structures and necessary alterations to highways, railroads, and other affected facilities. The project up to 10th Street is underway and is about 90 percent complete. It is planned to extend work to include the reach, 10th Street to 17th Street, since this work is believed to be covered by the project authorization. Alternative plans for improvement are being studied at the present time.

Estimated cost of authorized project.—

Federal:

Project presently under construction	\$5, 220, 000
Project extension (preliminary estimate)	175, 000

Authorized	5, 395, 000
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Non-Federal	640, 000
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Total	6, 035, 000
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Allotments to date	5, 220, 000
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Benefit-cost ratio.—1.3.

*Area subject to flooding (unauthorized area).—*The area subject to flooding in the reach of the Big Sioux River between 17th Street and Western Avenue was essentially all farmland at the time studies were made for the report in House Document No. 133, 84th Congress, in which the authorized Sioux Falls project was recommended. Minor development has since taken place, but the area is still primarily rural in character. However, local interests are planning substantial further development. Sizable tracts within the area have already been subdivided for residential construction, and further planning of this nature may be expected. Improvements to be considered in future studies accordingly, should be designed to provide a degree of protection suitable for an urban area. They should at least be comparable to improvements in the existing Sioux Falls project.

*Flood problem.—*The flood of March 1960 caused damages estimated at \$50,000 in the reach below the Western Avenue Bridge even with the upstream diversion dam and channel functioning. Flood flows which exceeded the channel capacity of 4,500 cubic feet per second in the unimproved portion of the channel below Western Avenue originated on Skunk Creek. This section of the stream is not within the limits of the authorized project.

*Plan of improvement (based upon reconnaissance report).—*Levees and channel improvements on Big Sioux River between Western Avenue and Cherry Rock Bridge to provide protection against flood flows of 12,000 cubic feet per second, the design flow for the existing project.

Estimated cost of unauthorized project.—

Federal.....	\$560, 000
Non-Federal (lands and bridge modifications).....	60, 000
Total.....	620, 000

Project economics.—

Annual charges:

Federal.....	19, 700
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Non-Federal:

Interest and amortization.....	2, 800
Maintenance and operation.....	2, 500

Total.....	5, 300
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Grand total.....	25, 000
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Annual benefits: Flood damage reduction, including damage to future growth.....	8, 300
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Local cooperation.—(a) Furnish all lands, easements, and rights-of-way; (b) hold and save the United States free from damages; (c) maintain and operate the project after completion; and (d) make all necessary alterations to bridges.

*Remarks.—*The committee considers the proposed improvements necessary for the proper functioning of the existing project. Recent severe floods caused extensive damages in the area below the Western Avenue Bridge, including flooding of an interstate highway now under construction. It is believed that indirect and intangible damages prevented by these improvements will far exceed the direct damages, and that the proposed works should be considered as a modification

of an existing project, and the economics of the project be computed on the basis of the entire project.

VERMILLION RIVER, S. DAK.

Location.—The Vermillion River Basin lies entirely in southeastern South Dakota. It is comparatively long and narrow, being about 100 miles long with an average width of 20 miles. It drains about 2,185 square miles and it joins the Missouri River near Vermillion, S. Dak. Clay Creek, a major tributary, enters the Vermillion River about 1 mile above the town of Vermillion.

Report authorized by.—Resolutions of the Senate and House Committees on Public Works adopted February 29 and June 13, 1956, respectively.

Existing project.—There is no Federal flood control project in the basin.

Flood problem.—The flat, broad valley and inadequate drainage conditions are conducive to slow runoffs existing for 1 to 3 weeks. Principal damage areas are confined to the main stem of the river below the town of Davis and on Clay Creek below the town of Volin. The relatively heavy flood damages, most of which are agricultural losses, and the occurrence of floods in almost every year indicate an urgent need for protection.

Recommended plan of improvement.—Channel enlargement and realinement, levees and appurtenant works on Vermillion River from a point about 2 miles north of Davis to the mouth, and on Clay Creek from Volin to the mouth; modification of State and county road bridges; and removal of an old mill dam on the Vermillion River near Centerville.

Estimated cost (price level of January 1958).—

Federal.....	\$6, 010, 000
Non-Federal.....	758, 000
Total.....	6, 768, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$213, 700	\$26, 650	\$240, 350
Maintenance and operation.....	0	20, 150	20, 150
	213, 700	46, 800	260, 500
Annual benefits: Damages prevented.....			332, 000

Benefit-cost ratio.—1.3.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; hold and save the United States free from damages; make all necessary road, highway, highway bridge, and utility alterations and modifications; remove all buildings and improvements within the right-of-way limits, and prevent future encroachment on the project channels; and maintain and operate the project after completion.

Comments of State and Federal agencies.—

Department of the Interior: Favorable but believes that land should be acquired for wildlife conservation to offset the destruction of wildlife habitat.

Department of Agriculture: Favorable.

State of South Dakota: Favorable.

Remarks.—The committee believes that the proposed improvements are of an urgent nature and will provide a high degree of flood protection to a large agricultural area, improve drainage conditions, and decrease the time of flooding to this and other areas. The committee notes that the damages prevented are to agricultural areas, and is of the opinion that the cost allocations between the Federal Government and local interests are equitable. In accord with the comment of the Department of the Interior, the approval of the project for the Vermillion River includes authority to acquire lands necessary for wildlife conservation to offset the destruction of wildlife habitat by the proposed works.

FORT RANDALL RESERVOIR BRIDGE

This item would modify the Fort Randall Dam and Reservoir project to provide a highway bridge over the Missouri River west or southwest of Platte, S. Dak. It provides that the bridge would be constructed in accordance with plans approved by the Chief of Engineers, to provide crossing facilities in the area. Such a crossing would be in replacement of the former bridge at Wheeler just down stream from the vicinity of Platte.

Construction of the Fort Randall Dam and Reservoir necessitated the relocation of several State and Federal highways. The committee was advised that the Corps of Engineers worked in close coordination with the South Dakota Highway Commission in planning the relocation of these highways. With respect to the former Missouri River crossing at Wheeler, the State highway commission elected not to locate a highway crossing in the vicinity of Wheeler, but to provide a highway crossing on the crest of the Fort Randall Dam, and the Government contracted with the State of South Dakota to design and construct, at Federal expense, a highway crossing on the dam. It is now the opinion of the Corps of Engineers that construction of the relocated U.S. Highways 18 and 281 discharged their responsibility for providing a replacement for the original river crossing at Wheeler.

The committee believes that a crossing at the Wheeler site is economically justified as desired by local interests. Tremendous development has taken place and will continue, around the Fort Randall Reservoir area. There is no bridge crossing over the reservoir from the dam upstream to Chamberlain about 65 airline-miles. This requires detours of about 150 to 200 miles for traffic to get from one side of the reservoir to the other on existing roads. The committee is of the opinion that it is equitable for Federal participation in the cost of providing a crossing over the Fort Randall Reservoir in this area, with a specific limitation on the amount of such Federal participation in the cost of the crossing. The committee further believes that local interests should construct the necessary approaches to the bridge site, including any necessary access roads, and provide necessary lands, easements, and rights-of-way for the construction works.

CHEYENNE RIVER AND TRIBUTARIES, SOUTH DAKOTA AND WYOMING

(H. Doc. 280, 86th Cong.)

Location.—The Cheyenne River rises in eastern Wyoming and flows northeastward through South Dakota and empties into the Missouri River north of Pierre. It drains 25,500 square miles including the Black Hills area in western South Dakota. The Belle Fourche River is the largest tributary and it drains the northwestern part of the basin.

Report authorized by.—Resolutions, House Flood Control Committee, adopted April 19, May 3, and July 5, 1946; and House Public Works Committee adopted March 30, 1955.

Existing project.—Federal flood control projects have been constructed or authorized at the following locations: A levee and floodwall project has been constructed to protect Belle Fourche from floods on Belle Fourche River; in Fall River Basin channel improvements, levees, and floodwalls at Hot Springs and Cold Brook Dam, upstream, have been constructed and Cottonwood Springs Dam, upstream, has been authorized; and at Rapid City a reservoir has been authorized in Red Dale Gulch under Public Law 685.

Flood problem.—Most floods in the basin occur in the spring due to heavy rains and occasional snowmelt. Flood damages in the basin are limited mostly to urban developments in the flood plain since the frequency of flooding and land utilization minimize damages in rural areas.

Recommended plan of improvements.—The plan provides for relocating and enlarging the lower reaches of Bay Creek and Redwater River at Belle Fourche and constructing two levees, with appurtenant works, in the same reaches having a combined length of about 5,700 feet.

Estimated cost (price level, January 1957).—

Federal.....	\$272, 000
Non-Federal.....	76, 000
Total.....	348, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$10, 535	\$2, 700	\$13, 235
Maintenance.....	0	1, 800	1, 800
Total.....	10, 535	\$4, 500	15, 035
Annual benefits: Flood damages prevented.....			19, 100

Benefit-cost ratio.—1.3

Local cooperation.—Lands, easements, and rights-of-way; hold and save; maintain and operate; make road, highway, highway bridge, and utility alterations and modifications. Officials of the city of Belle Fourche have indicated their willingness and probable ability to meet the requirements.

Comments of State and Federal agencies—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

State of South Dakota: Favorable.

State of Wyoming: Favorable.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood control authorizations requiring less than 30 percent non-Federal participation be deferred until Congress has had to opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood protection projects.

Remarks.—The committee notes that the flood losses prevented by the recommended improvements are to urban developments. It believes the project to be economically justified, and that the proposed cost sharing is in accordance with present policy on projects of similar nature, and recommends authorization of the project on the basis of the Federal-cost allocations contained in the report of the Chief of Engineers.

DAMAGE PAYMENTS, BISMARCK AND MANDAN, N. DAK.

The committee was advised that the North Dakota State Health Department is insisting that the cities of Bismarck and Mandan begin treating their sewage at an early date before discharging it into the Missouri River. For years, sewage from these cities has been discharged into the Missouri River, which was then a swift flowing stream. Reservoirs constructed by the Corps of Engineers on the stream have now converted it into a chain of lakes, which will be used extensively by the public for recreational and other purposes, and a health hazard will be constituted if raw sewage is permitted to flow directly into such reservoirs.

The estimated cost of construction of these sewage treatment plants is \$770,000 for Bismarck and \$505,671 at Mandan. The committee believes a fair and equitable distribution of costs for construction of these facilities would be 25 percent for local interest, 45 percent for the Corps of Engineers from project costs, and 30 percent from Federal funds allocated to the State of North Dakota under the provisions of the Federal Water Pollution Control Act.

The Department of the Army opposes Federal contribution toward construction of the proposed sewage treatment facilities, on the basis that operation of the Garrison Reservoir upstream from the cities would benefit sewage disposal because the rivers natural irregular flow will be replaced by a relatively uniform flow; and the normal operating level of Oahe Reservoir will create a pool of which the headwaters would be about 15 miles downstream from the cities, and would have no effect on the practice of the cities of discharging raw sewage into the Missouri River.

The committee realizes that the payments authorized by this proposed amendment are not caused by damage to or impairment of existing facilities, but additional facilities are necessitated because of projects constructed by the Federal Government, even though such projects will be of great benefit to this region of our Nation, and will doubtless result in a large increase in permanent population in the area, particularly the areas surrounding the reservoirs, with many

thousands visiting the areas and taking advantage of the recreational opportunities.

The committee feels that the Federal Government has an obligation in equity to provide payments for these needed facilities, and recommends approval of this amendment. Provisions have been included in the amendment to insure adequate control and disbursement of funds by the Chief of Engineers, either in a lump sum or installments as construction of the facilities advance.

LYNN CAMP CREEK, CORBIN, KY.

(H. Doc. 282, 86th Cong.)

Location.—Lynn Camp Creek is a small headwater tributary of the Laurel River in southeastern Kentucky. The main fork of the stream rises south of Corbin, Ky., and flows north to be joined on the eastern edge of the town by East Fork. Corbin is located at the junction of Whitley, Knox, and Laurel Counties with the major portion of the town in Whitley County.

Report authorized by.—Resolution of Public Works Committee, U.S. Senate, adopted November 13, 1952, and resolution of Public Works Committee, U.S. House of Representatives, adopted July 29, 1953.

Existing project.—No Federal flood control project.

Flood problem.—Floods in the creek basin occur most frequently during the winter or early spring as a result of heavy rainfall on saturated soil. Available information indicate that there has been 15 damaging floods since 1935. The estimated damage to property, principally industrial, commercial, and residential, on the 520 acres which would be inundated by a recurrence of January 1957 flood stages is more than \$2 million, based on January 1959 development and values. The average annual damages under the same conditions is \$113,000.

Recommended plan of improvement.—Provides for enlargement of channel from confluence of Horse Creek, upstream to railroad bridge some 200 feet above mouth of Moores Branch, including a cutoff channel through the neck of the bend; an additional culvert for Moores Branch; and appurtenant bridges and utility modifications.

Estimated cost (January 1959 price level).—

Federal.....	\$645, 000
Non-Federal.....	295, 000
Total.....	940, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$23, 400	\$10, 400	\$33, 800
Maintenance.....	0	1, 200	1, 200
Total.....	23, 400	11, 600	35, 000
Annual benefits: Flood damages prevented.....			110, 000

Benefit-cost ratio.—3.1 to 1.

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil-disposal areas; hold and save the United States free from damages; bear the cost of all roadways, highway bridges and utility modifications, and ponding areas if required; prescribe and enforce regulations to prevent encroachment upon the stream channel and ponding areas; and maintain and operate after completion in accordance with regulations prescribed by the Secretary of the Army. Local interests have stated that they are willing and able to meet the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of the Interior: Advises that the proposed improvement would have insignificant effects upon fish and wildlife resources. Has no objection to the proposed improvement.

Commonwealth of Kentucky: Concurs in the recommendation.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress.

Remarks.—The committee notes that in the report of the Chief of Engineers either a flood-control reservoir, or levees combined with channel improvements, would be economically justified, but that about the same benefits could be obtained at much less cost by the recommended improvements consisting of channel improvements with a cutoff and appurtenant work. Benefits accruing are from flood damages prevented and in addition many intangible benefits would result, which have not been evaluated. The committee notes the very favorable benefit-cost ratio, and recommends authorization of the project.

LAUREL RIVER, KY.

Location.—Laurel River, Ky., a tributary of the Cumberland River flows about 26 miles generally southwesterly from the eastern boundary of Laurel County to the vicinity of Corbin, thence about 25 miles westerly to the Cumberland River at mile 552.1, about 9 miles below Cumberland Falls. Laurel River drainage area at the mouth is 289 square miles.

Report authorized by.—Senate Public Works Committee resolutions adopted June 18, 1954, and December 12, 1955; and House Public Works Committee resolution adopted July 13, 1956.

Existing improvements.—Existing and authorized Federal improvements on the Cumberland River which would be affected are:

Project	Miles above mouth	Status	Purpose	Power installed, kilowatts
Wolf Creek	460.9	Operation	Flood control and power	270,000
Celina	385.7	Authorized	Power	69,000
Cordell Hull	313.5	do	do	92,000
Old Hickory	216.2	Operation	Power and navigation	100,000
Cheatham	148.7	do	do	36,000
Barkley	30.6	Under construction	Power, navigation, and flood control.	130,000

Dale Hollow and Center Hill are completed projects for flood control and power located on tributaries of the Cumberland River. There are no Federal improvements for flood control in Laurel Basin.

Water supply for Corbin is obtained from a locally constructed dam and pumping station on Laurel River at mile 21.5.

Problem.—Continuation of development of the water resources of the Cumberland River Basin and flood protection for agricultural lands in the upper watershed of Laurel River.

Recommended plan of improvement.—The recommended plan provides for improvement of Laurel River, Ky., for power and other purposes, by the construction of a dam and reservoir at mile 2.3; additional reservoir clearing at the Wolf Creek project; and modification of the operation of Lake Cumberland (Wolf Creek Reservoir) by transferring 75,000 acre-feet of flood control storage to Laurel Reservoir. The project would be integrated hydraulically and electrically in the comprehensive Cumberland River Basin system. Total reservoir storage would be 443,700 acre-feet of which 194,100 acre-feet would be in the active power pool. The total system power addition would be 64,000 kilowatts with 47,000 kilowatts rated installation at Laurel. Energy would total 68 million kilowatt-hours. Normal minimum average monthly load factor would be 10 percent. Average net effective head for power would be 230 feet. Lands in the Cumberland National Forest and particularly the Baldrock Experimental Forest would be affected by the prospective improvement.

Estimated first cost (price levels, June 1959).—Federal: \$21,900,000.

Local cooperation: None required.

Project economics.—

Annual charges:

Interest and amortization.....	\$817, 300
O. & M. and major replacements.....	144, 800
Net loss of land productivity.....	4, 600
TVA payment in lieu of taxes.....	30, 700
Total.....	997, 400

Annual benefits:

Power.....	849, 300
Recreation.....	264, 600
Total.....	1, 113, 900

Benefit-cost ratio.—1.1.

Comments of State and other Federal agencies.—

Commonwealth of Kentucky: Favorable.

U.S. Department of Agriculture: No objection.

U.S. Public Health Service: No objection.

U.S. Department of Interior: Request purchase of additional lands.

Federal Power Commission: Favorable.

Tennessee Valley Authority: Unfavorable at this time.

U.S. Department of Commerce: No objection.

Comments of the Bureau of the Budget.—Recommends that the authorizing language specifically provide that construction not commence until power agencies have agreements which will repay power costs with interest within 50 years.

Remarks.—The committee notes the comments of the Federal Power Commission that the Laurel River project would be a desirable unit in the comprehensive plan of development for the Cumberland River Basin. The Tennessee Valley Authority states, however, that the added capacity of the project is not suited for the TVA power

system, and will probably not be needed soon at the costs used in the report of the Chief of Engineers. The Bureau of the Budget also comments on the power market and needs for the power, and recommends that the authorizing language specifically provide that the construction of the project shall not be commenced until the agency designated to market the power has entered into an agreement which would insure that the power would be sold at rates sufficient to repay with interest within 50 years all costs allocated to power. In his report, the Chief of Engineers found that the allocated annual cost to power for the Laurel project is less than the annual cost of alternate power using the same interest rate for the project and the alternative. He cites the studies by the other Federal agencies of the future growth and character of the power requirements in the TVA and surrounding areas which show that the power output could be used by about 1967-68, and recommended authorization of the project at this time on the basis of its economic justification and that the project power can be effectively used to serve the areas involved at a load factor of 10 percent by the time that it could be constructed. The committee believes that the entire project should be authorized at this time. Its completion will depend on budgetary conditions and justification of the power needs at the time appropriations for its construction are requested.

LITTLE SANDY RIVER AND TYGARTS CREEK, KY.

Location.—Little Sandy River and Tygarts Creek are adjacent and roughly parallel streams in northeastern Kentucky. Little Sandy River rises about 6 miles southeast of Sandy Hook, Ky., and flows generally northeast 84 miles along a tortuous course to its confluence with the Ohio River at Greenup, Ky., 336.4 miles below Pittsburgh, Pa. Tygarts Creek heads about 8 miles west of Olive Hill, Ky., and flows generally northeast through hilly terrain for 90 miles to its confluence with the Ohio River, at Fullerton, Ky., about 17 miles below the mouth of Little Sandy River.

Report authorized by.—Resolutions of the Committee on Public Works of the U.S. Senate, adopted March 4 and July 22, 1950, respectively, and resolution of the Committee on Public Works of the U.S. House of Representatives, adopted June 27, 1950.

Existing project.—The only Federal flood-control improvement in either basin is a channel improvement project at Olive Hill, Ky., on Tygarts Creek, completed in November 1959. Local water resource developments consist of several small reservoirs in the two basins for municipal and industrial water supply and recreation.

Flood problem.—The Little Sandy River and Tygarts Creek Basins are subject to destructive floods principally from severe summer-type storms but also from basinwide winter rains and from Ohio River backwater in the lower reaches. The topography of the basins is conducive to rapid concentration of runoff and short duration of flooding. The maximum flood of record on the Little Sandy River near Grayson, which occurred in September 1950, had a discharge of 24,500 cubic feet per second. The maximum flood on Tygarts Creek, in April 1948, had a discharge of 12,800 cubic feet per second near Greenup, Ky. The largest headwater flood on Tygarts Creek occurred in August 1934 with an estimated discharge of 15,000 cubic feet per second at Olive Hill. The most extensive areas flooded are below

Grayson on the main stem of Little Sandy River; below mile 32 on East Fork; below mile 15 on Little Fork; and below Iron Hill on Tygarts Creek. About 12,020 acres of cultivated land and pasture are flooded in these reaches by headwater floods of which 6,300 acres are along the main stem of Little Sandy River; 1,090 acres along East Fork; 1,330 acres along Little Fork; and 3,300 acres along Tygarts Creek. Backwater from Ohio River floods inundates an additional 4,000 acres. The principal urban area flooded is Olive Hill on Tygarts Creek but a suburban area of Grayson and other small communities on Little Sandy River and its tributaries are also affected. Flows from Little Sandy River and Tygarts Creek augment damages along the Ohio River. The major flood problem in both basins is frequent flooding of agricultural lands. Damaging floods during the crop season occur nearly every year. The estimated average annual damages in the principal areas which would be protected by projects considered in this report are \$132,500 on Little Sandy River below Grayson Dam site; \$36,200 on Little Fork below mile 15; \$24,400 on East Fork below mile 15; and \$92,200 on Tygarts Creek below Kehoe Dam site.

Recommended plan of improvement.—Provides for construction of Grayson Dam located on Little Sandy River, 48.5 miles above its mouth. It would be about 130 feet high, with a reservoir having a total capacity of 144,000 acre-feet. It would control 231 square miles of drainage area.

Estimated cost (price level, April 1958).—Federal, \$11,900,000.

Project economics.—

Annual charges:	<i>Federal</i>
Interest and amortization.....	\$447, 000
Operation and maintenance.....	30, 000
Total.....	477, 000
Annual benefits:	
Flood control, main-stem basin.....	141, 500
Flood control, Ohio River.....	352, 000
Recreation.....	56, 000
Fish and wildlife.....	47, 500
Total.....	597, 000

Benefit-cost ratio.—1.25.

Local cooperation.—None required.

Comments of State and Federal agencies.—

State of Kentucky: Concurs on Grayson Dam. Asks for reconsideration of Kehoe Reservoir.

Department of Interior: No objection.

U.S. Public Health Service: Favorable.

Remarks.—The committee believes that the Grayson Dam and Reservoir offers the most economical plan for flood control on Little Sandy River. It will protect the valley from headwater floods and reduce flooding in the lower reaches of the tributaries by reduction of backwater, and by permitting floods on the tributaries to run out. Flooding in the lower reaches from the Ohio River backwater will continue. The committee notes the large benefits that will accrue to reduction of floods on the Ohio River, and that the benefits to recreation and fish and wildlife are significant.

CONNOQUENESSING CREEK, BUTLER, PA.

(H. Doc. 110, 86th Cong.)

Location.—Connoquenessing Creek rises in Butler County near Hooker, Pa. It flows generally south through the city of Butler to its junction with the Beaver River near Ellwood City, Pa. Beaver River is a tributary of the Ohio River.

Authority.—Resolution of the Committee on Public Works of the U.S. House of Representatives, adopted April 12, 1956.

Existing project.—No corps projects; WPA channel improvement in 1939.

Flood problem.—Floods of major proportions may occur at Butler at any time during the year but the most severe have resulted from summer-type storms. Reports indicate that floods in 1861, 1903, and 1906 are comparable to the highest flood of recent record. Observations of flood heights at Butler since 1923 include 18 floods which exceeded flood stage. The estimated damage to properties, primarily industrial, commercial, and residential, on the 330 acres which would be inundated by recurrence of October 1954 flood stages, is \$1,735,500, based on April 1958 development and values. The estimated average annual flood damage under the same conditions is \$235,000.

Recommended plan of improvement.—Provides for the widening, deepening, and streamlining of about 4 miles of the channel of Connoquenessing Creek through and below the city of Butler; excavate a cutoff channel through the neck of the west-end loop of Connoquenessing Creek in the city; a control structure to direct creek flow into the cutoff channel; adjusting utilities; and relocating the Baltimore & Ohio Railroad along the cutoff channel. Channel capacity (6,500 cubic feet per second) would be 132 percent of October 1954 flood discharge.

Estimated cost (price level, April 1958).—

Federal.....	\$1, 558, 700
Non-Federal.....	440, 800
Total.....	1, 999, 500

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$58, 500	\$15, 900	\$74, 400
Operation and maintenance.....	0	5, 700	5, 700
Total.....	58, 500	21, 600	80, 100
Annual benefits: Flood damages prevented.....			235, 000
Benefit-cost ratio.....			2.9 to 1

Local cooperation.—Furnish lands, easements, rights-of-way, and spoil disposal areas; hold and save the United States free from damages; make necessary railroad, utility, and sewer alterations; prevent floodway encroachment; and maintain and operate after completion in accordance with instructions set forth by the Secretary of the Army. The city of Butler, Butler Township and Butler County have furnished assurances.

Comments of State and Federal agencies.—

Fish and Wildlife Service, Department of the Interior: No interest in project since it appears project would have no significant effects on fish and wildlife resources.

State of Pennsylvania: Recognizes desirability of a major improvement.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*The plan of improvement would provide for the safe passage of floodwaters up to a flow one-third greater than the maximum of record in October 1954, and would provide a well-justified degree of protection.

LOYALHANNA CREEK, LATROBE, PA.

(H. Doc. 383, 86th Cong.)

*Location.—*Loyalhanna Creek rises in Westmoreland County, near Stahlstown, Pa., and flows in a northerly direction for about 49 miles, through Latrobe to Saltsburg, where it joins with the Conemaugh River to form the Kiskiminetas River, a tributary of the Allegheny River. Latrobe is located in Westmoreland County and is situated on both banks of Loyalhanna Creek near the head of Loyalhanna Reservoir.

*Report authorized by.—*Resolution of Public Works Committee, U.S. House of Representatives, adopted July 29, 1955.

*Existing project.—*Enlargement of Loyalhanna Creek channel at Latrobe, to provide for a discharge of 12,000 cubic feet per second, from a point upstream of Unity Street downstream to a point 3,200 feet above the lower Ligonier Street Bridge was completed by the Corps of Engineers in 1950 at a cost of \$207,659. Loyalhanna Dam, completed in 1942 by the Corps of Engineers is located on Loyalhanna Creek about 16 miles downstream from Latrobe.

*Flood problem.—*Six floods with discharges in excess of 12,000 cubic feet per second have occurred at Latrobe since 1926. The estimated damage to property on the 310 acres which would be inundated by a recurrence of October 1954 flood stages is \$1,388,000, based on March 1958 development and values. The average annual damages under the same conditions is \$173,000.

*Recommended plan of improvement.—*Provides for channel enlargement and realinement, with appurtenant works, from the Shaffer Road Bridge upstream through Latrobe for about 4.4 miles to the Pennsylvania Railroad bridge above Linden Street.

Estimated cost (price level, March 1958).—

Federal.....	\$2, 568, 300
Non-Federal.....	203, 100
Total.....	2, 771, 400

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$94, 500	\$7, 400	\$101, 900
Operation and maintenance.....		9, 200	9, 200
Total.....	94, 500	16, 600	111, 100
Annual benefits: Prevention of flood damages.....			163, 000

Benefit-cost ratio.—1.5.

Local cooperation.—Furnish land easements, rights-of-way, and spoil-disposal areas, except for Government-owned land in Loyalhanna Reservoir; hold and save the United States free of damages; operate and maintain the works after completion; bear the cost of all alterations or relocations of roadways and utilities made necessary by the works; and establish channel limit lines and prevent encroachment on the channel so delineated. Local interests have stated that they are willing to comply with the requirements of local cooperation.

Comments of State and Federal agencies.—

Department of Interior: States that the proposed improvement would have insignificant effects upon fish and wildlife resources. Further states that other interests of the Department would not be affected by the proposed construction.

Commonwealth of Pennsylvania: Recommends construction of the project.

Comments of the Bureau of the Budget.—The Bureau of the Budget has no objection to submission of the report to Congress. However, the Secretary of the Army recommends, and the Budget concurs, that since the non-Federal share of the cost recommended by the Chief of Engineers is less than that required by S. 2060, authorization of this project be deferred until Congress has considered and taken action on S. 2060.

Remarks.—Recent floods at Latrobe have caused extensive damages to several hundred acres of urban property. The proposed channel enlargement, cutoff, and appurtenant works will prevent the major flood damages. Use of federally owned land acquired for the Loyalhanna Reservoir for rights-of-way for the recommended improvements appears reasonable. The project is considered to be needed and justified on the basis of existing policy with respect to cost allocation between the Federal Government and local interests.

BIG SANDY RIVER AND TUG AND LEVISA FORKS, KY., W. VA., AND VA.

INTERIM REPORT ON FLOOD CONTROL FEATURES

(H. Doc. 184, 86th Cong.)

✓ *Location.*—Big Sandy River, formed by the junction of Tug and Levisa Forks at Louisa, Ky., flows northerly 26.8 miles, and enters the Ohio River between the towns of Kenova, W. Va., and Catlettsburg, Ky., about 10 miles downstream from Huntington, W. Va. The drainage area totals 4,283 square miles.

Authority.—Resolution of the Committee on Public Works of the U.S. Senate, adopted April 21, 1954; resolution of the Committee on Public Works of the House of Representatives adopted July 29, 1954; and River and Harbor Act, approved September 3, 1954.

Existing project.—Dewey Dam and Reservoir on Johns Creek, a tributary of Levisa Fork, was completed in July 1949. Three reservoir sites were authorized for selection in the comprehensive plan for flood control in the Ohio River Basin; Fishtrap Reservoir on Levisa Fork; Pound Reservoir on Pound River; Haysi Reservoir, Russell Fork. There also are two local protection projects: Prestonsburg, Ky., under construction under Public Law 685, 84th Congress, and Williamson, W. Va., authorized in the Flood Control Act of 1958.

Flood problem.—The upper portion of Big Sandy River Basin is subject to headwater floods, and the lower portion is subject to backwater from Ohio River floods as well as headwater floods. About 12,000 acres are subject to flooding on Levisa Fork below Russell Fork and on Russell Fork between Elkhorn City, of which about 75 percent is cultivated or improved. Urban areas seriously affected by major floods and the damages they suffered during the January 1957 flood are: Grundy, Va., \$800,000; Pikeville, Ky., \$8,500,000; Prestonsburg, Ky., \$2,100,000; Paintsville, Ky., \$1 million; Pound, Va., \$1,085,000; and Matewan, W. Va., \$850,000. Maximum stages of record were produced in the lower portion of the Levisa Basin by the storm of February 1862, in the Big Sandy Basin by the storm of July 1875, and in the upper Levisa and Tug Fork Basins by the storm of January 1957. This latter flood had an estimated discharge of 101,500 cubic feet per second at a stage of 52.7 feet at Pikeville. The 1957 flood resulted in primary damages estimated at \$32,700,000 on Levisa Fork and \$6,100,000 on Tug Fork. The average annual flood damages within the basin are estimated at \$1,676,000, including \$159,000 at Pound, Va., and \$1,375,000 along Levisa Fork.

Recommended plan of improvement.—Provides for construction of the North Fork Dam, about 95 feet high, with a reservoir having a total capacity of 11,300 acre-feet, on North Fork of Pound River, Va., in the Big Sandy River Basin.

Estimated cost (price level, March 1957).—Federal, \$3,681,000.

Project economics.—

Annual charges:		<i>Federal</i>
Interest and amortization	-----	\$135, 000
Maintenance and operation	-----	20, 000
Total	-----	155, 000
Annual benefits:		
Flood damages prevented:		
Pound, Va.	-----	143, 000
Downstream from the town of Pound, Va.	-----	102, 000
Total	-----	245, 000

Benefit-cost ratio.—1.6.

Local cooperation.—None required.

Comments of State and Federal agencies.—

Division of Flood Control and Water Usage, Kentucky: Favorable.

Department of Conservation and Economic Development, Virginia: Recommendation is concurred in.

State Water Commission, West Virginia: Favorable.

U.S. Public Health Service: Favorable.

Secretary of Commerce: Made certain technical comments concerning mapping and public roads.

Federal Power Commission: Concurs in recommendation that development of power is not warranted at this time.

Secretary of Interior: Requests that fish and wildlife conservation be designated as a project purpose.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood control authorizations requiring less than 30 percent non-Federal participation be deferred until the Con-

gress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood protection projects.

Remarks.—The committee notes that the North Fork Reservoir will prevent annual damages estimated at \$245,000 producing a benefit-to-cost ratio of 1.6. This is considered by the committee to be a most meritorious project. The committee desires to point out that the cost sharing provisions for this project are in accordance with provisions previously adopted by the Congress which have proved to be most fair and equitable and which apply to other projects in the bill. An item authorizing the project in accordance with the recommendations of the Chief of Engineers, has therefore been included in the bill.

MODIFICATION OF WEST BRANCH MAHONING RIVER RESERVOIR, OHIO

The West Branch of Mahoning River Reservoir, Ohio, was authorized by the Flood Control Act of 1958, Public Law 500, 85th Congress, in accordance with the recommendations of the Chief of Engineers in House Document No. 191, 85th Congress. In that document the estimated cost of the project was \$12,585,000 for construction, of which \$6,343,000 was Federal, and \$6,242,000, or 49.6 percent of the estimated cost, was to be contributed by local interests in recognition of the anticipated benefits for low-flow regulation for pollution abatement and municipal and industrial water supply. The payment by local interests was to be paid in a lump sum, prior to commencement of construction, or in installments in accordance with construction schedules.

The committee noted the occurrence of substantial floods in the project area since completion of the Chief of Engineer's report on West Branch Mahoning Reservoir. In recognition of the large flood control benefits which would be afforded by control of these floods, as well as earlier floods of record, and the general nature of project effects, the committee believes that local cooperation in the amount of \$5,200,000 for the pollution abatement and water supply features of this multiple-purpose project is reasonable. This amount comprises more than 35 percent of project construction. The committee has been advised that Trumbull County, Ohio, by referendum, failed to approve a bond issue for funds to participate in construction of this project. Mahoning County, however, has approved the necessary bond issue and is ready to meet the requirements of local cooperation. The committee believes that construction should proceed, in order that the large flood control and water supply benefits that will accrue therefrom will be realized at an early date.

CAYUGA INLET, ITHACA, N.Y.

(H. Doc. 204, 86th Cong.)

Location.—Cayuga Inlet rises in Tioga County, N.Y., and flows in a northerly direction to enter the head of Cayuga Lake at Ithaca. Sixmile Creek, its largest tributary, with a drainage area of 50 square miles, enters Cayuga Inlet in Ithaca at mile 1.5.

Report authorized by.—Resolution by the House Public Works Committee adopted October 16, 1951.

Existing project.—The existing Federal project in the area provides for construction of channel enlargements, levees, and related works on Cascadilla and Fall Creeks in Ithaca, but construction has not been started. Emergency clearing and snagging of 2.6 miles of the inlet above the mouth of Sixmile Creek was completed in 1949.

Flood problem.—Flood protection for improvements along the inlet, principally in Ithaca (population of 29,257 in 1950). The area subject to flooding is about 740 acres containing 640 residential units, 149 commercial units, and 28 miscellaneous. Average annual damages are estimated at \$219,700. A recurrence of the flood of record would cause damages of \$1,546,000 estimated at 1958 prices.

Recommended plan of improvement.—Improvement of Cayuga Inlet at Ithaca, N. Y., for flood control, to provide for diversion wing levees in the vicinity of mile 3 and a drop structure immediately upstream from the Leligh Valley Railroad bridge, with provision for a closure structure at the railroad crossing of the west wing levee; enlargement and realignment of the existing channel from the drop structure to the foot of Taber Street at mile 1.7, thence construction of a new channel to the present channel at mile 1, thence enlargement of the existing channel to Cayuga Lake, with the bottom of the channel varying from a width of 80 feet at the drop structure to a width of 320 feet in the lower mile of the inlet; use of the existing channel at its present capacity from the foot of Taber Street to mile 1; and construction of three railroad bridges.

Estimated cost (price level of September 1958).—

Federal.....	\$3, 950, 000
Non-Federal.....	1, 838, 000
Total.....	5, 788, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$145, 700	\$67, 200	\$212, 900
Surveys and inspections.....	300	300	300
Maintenance and operation.....		30, 000	30, 000
Total.....	146, 000	97, 200	243, 200
Annual benefits:			
Flood damages prevented.....			261, 600
Land enhancement.....			20, 700
Total.....			282, 300

Benefit-cost ratio.—1.2.

Local cooperation.—(a) Contribute in cash or equivalent work an amount equal to 2.1 percent of the first cost for construction due to land enhancement benefits, the contribution presently estimated at \$85,000, and if in cash, to be made either in a lump sum prior to commencement of work, or in installments prior to commencement of pertinent work items, in accordance with work schedules as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs have been determined; (b) furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (c) hold and save the United States free from damages due to the construction works; (d) maintain and

operate all the works after completion, including that part of the existing channel and walls extending from the foot of Taber Street to mile 1, in accordance with regulations prescribed by the Secretary of the Army; (e) construct a highway bridge across the new channel at State Street and reconstruct the Clinton Street Bridge; (f) make all necessary changes in buildings, utilities, streets, and highway bridge approaches; and (g) prescribe and enforce regulations to prevent encroachment on channels and rights-of-way necessary for proper functioning of the project, including the existing channel from the foot of Taber Street to mile 1. Local interests have expressed willingness to meet these requirements.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee believes the recommended channel and levee plan will provide the needed flood protection in the Cayuga Inlet area, and permit anticipated development of the area to proceed. Evacuation of families under difficult conditions will be eliminated as will the inconvenience caused by delays and detours resulting from flooding of highways. The committee notes the relatively high cost to local interests on this project, and considers the repayment features to be proper and equitable.

SMOKES CREEK, LACKAWANNA, N.Y.

(H. Doc. 200, 86th Cong.)

Location.—At Lackawanna, N.Y., 6 miles south of Lake Erie Outlet.

Report authorized by.—House of Representatives and Senate committee resolutions adopted March 16, 1954, and May 16, 1955, respectively.

Existing project.—None.

Flood problem.—Residential and small commercial and industrial establishments covering an area of about 300 acres are subject to flooding.

Recommended plan of improvement.—Provision of jetties at the mouth of Smokes Creek, channel rectification on main stream between Lake Erie and junction of North and South Branches, thence for 6,750 feet in the North Branch and 5,400 feet in the South Branch with new alignment in part of the upper 2,000 feet of the South Branch improvement; appropriate streambed and side slope protection; relocation of buildings; adjustment of utilities; and alteration of bridges.

Estimated cost (price level of January 1958).—

Federal.....	\$1, 974, 000
Non-Federal.....	638, 000
Total.....	2, 612, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$74,600	\$23,300	\$97,900
Maintenance.....	0	5,000	5,000
Surveys and inspections.....	200	0	200
Total.....	74,800	28,300	103,100
Annual benefits:			
Flood prevention.....			122,400
Land enhancement.....			5,200
Total.....			127,600

Benefit-cost ratio.—1.2.

Local cooperation.—Contribute in cash or equivalent work 1.4 percent of the first cost for construction due to land enhancement benefits, with such contribution, presently estimated at \$28,000, if in cash, to be paid in a lump sum prior to commencement of work, the final allocation of cost to be made after actual costs have been determined; provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; hold and save the United States free from damage due to the construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; raise highway bridges across the South Branch at Wood Street and Johnson Avenue to provide vertical clearances satisfactory to the Chief of Engineers, and make all necessary changes in buildings, utilities, streets, and highway bridge approaches; prescribe and enforce regulations to prevent encroachment on channels and rights-of-way necessary for proper functioning of the project; and construct and maintain, in accordance with plans satisfactory to the Chief of Engineers, all the project works west of a point 3,840 feet downstream from Hamburg Turnpike, including channel enlargement and two jetties.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had an opportunity to consider and act upon the provisions of the legislation proposed by the President in his budget message that uniform cost-sharing standards for flood protection projects be enacted.

Remarks.—Recent flooding on Smokes Creek and its branches has caused severe flood damage at Lackawanna. The recommended channel improvements will provide flood protection to several hundred acres of residential, commercial, and industrial property, and to bridge abutments on bridges crossing the stream. The committee believes that the cost-sharing provisions for this project are in accordance with provisions previously adopted by the Congress which have proved to be most fair and equitable, and which apply to other projects in the act.

GILA AND SALT RIVERS, GILLESPIE DAM TO M'DOWELL DAMSITE,
ARIZONA

(H. Doc. 279, 86th Cong.)

Location.—Gila River rises on the west slopes of the Continental Divide in western New Mexico, flows generally westerly across Arizona and discharges into the Colorado River at Yuma, Ariz. Salt River is tributary to Gila River at river mile 198 in central Arizona. Improvements were considered for the lower 46 miles of Salt River and for approximately 35 miles of Gila River below the mouth of Salt River, all in Maricopa County, Ariz. The Phoenix metropolitan area with a population of about 370,000 (1957) is located adjacent to Salt River at about river mile 16.

Report authorized by.—Flood Control Act of June 28, 1938.

Existing project.—There are no Federal flood control improvements in these river reaches and there are only minor non-Federal flood control improvements at Phoenix and along Salt River.

Flood problem.—The Salt and Gila Rivers flow through major urban areas and large areas of irrigated agricultural land. About 4,000 acres of residential, commercial, and public property in Phoenix, Tempe, and South Phoenix, and 31,000 acres of cultivated farmlands are subject to inundation. The riverbeds are infested with phreatophytes which reduce channel capacity and transpire tremendous amounts of water annually.

Recommended plan of improvement.—Three and one-half miles of levee at Phoenix and Tempe. A 2,000-foot wide floodway would be cleared along a 34-mile reach of Salt River and a 43-mile reach of Gila River. Two short low-flow or pilot channels would be provided, one in Salt River near Tempe and one in Gila River above Gillespie Dam.

Estimated cost (price level, October 1957).—

Federal.....	¹ \$3, 300, 000
Non-Federal.....	210, 000
Total.....	3, 510, 000

¹ Local interests to repay 25 percent of Federal construction cost (\$825,000) in equal annual payments without interest for water conservation benefits.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$118, 500	\$7, 400	\$125, 900
Operation and maintenance.....	0	53, 000	53, 000
Total.....	118, 500	60, 400	178, 900
Annual benefits:			
Flood damages prevented.....			226, 000
Water conservation.....			128, 000
Total.....			354, 000

Benefit-cost ratio.—2.0.

Local cooperation.—Provide lands, easements, and rights-of-way; pay for relocations; maintain and operate; prevent channel encroachment; repay 25 percent of Federal construction costs in 40 equal annual installments without interest (annual payments presently

estimated at \$20,625) for water conservation benefits; hold and save the United States free from damages; adjust all water rights claims. Local interests have offered to cooperate.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

State of Arizona: Favorable.

*Comments of the Bureau of the Budget.—*The Budget had no objection to the submission of the proposed report to the Congress, but recommended that further flood-control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost sharing standards for flood-protection projects.

*Remarks.—*The committee notes the very favorable economic ratio of this project. The recommended improvements will provide flood protection to large areas of agricultural and urban lands, including portions of urban and public property at Phoenix and Tempe, and will also eliminate the loss of water through nonbeneficial consumption by vegetation in the flood plains. The committee is of the opinion that in view of the water-conservation benefits to be realized by local interests, there is ample justification for requiring local people to repay the United States for that part of the project construction allocated to water conservation, where they can be properly identified, equitably assessed, and are able to pay for such storage or conservation benefits, and that the cost allocations for flood control are proper and equitable.

TAHCHEVAH CREEK, WHITEWATER RIVER BASIN, CALIF.

(H. Doc. 171, 86th Cong.)

*Location.—*Tahchevah Creek Basin is in southern California in Riverside County. It includes a part of the city of Palm Springs, which is 90 miles east of Los Angeles. The watershed of Tahchevah Creek covers 5 square miles, 3.2 square miles of which are on the steep east slope of the San Jacinto Mountains immediately above Palm Springs.

*Report authorized by.—*Flood Control Act of August 28, 1937.

*Existing project.—*No Federal improvement of Tahchevah Creek. Local interests have constructed minor channel improvements.

*Flood problem.—*Highly developed urban area in Palm Springs subject to damage from flash floods.

*Recommended plan of improvement.—*Provides a 900 acre-foot detention reservoir and 10,415 feet of outlet channel and conduit.

Estimated cost (price level February 1957).—

Federal.....	\$1, 658, 000
Non-Federal.....	552, 000
Total.....	2, 210, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$60,100	\$19,400	\$79,500
Operation and maintenance.....	0	6,000	6,000
Total.....	60,100	25,400	85,500
Annual benefits:			
Flood damages prevented.....			85,000
Land enhancement.....			15,700
Total.....			100,700

Benefit-cost ratio.—1.18.

Local cooperation.—Furnish lands, easements, rights-of-way, and relocations; hold and save the United States free from damages, including water rights; maintain and operate; prevent channel encroachment; contribute in cash 5.8 percent of construction cost, presently estimated at \$102,000, for land enhancement benefits. Local interests have expressed willingness to cooperate in construction of the project.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Federal Power Commission: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—Recommends against authorization of the improvement as a Federal project. The Bureau of the Budget expressed the opinion that, (a) the flood hazard in Palm Springs under existing conditions of development was not sufficiently serious to warrant the degree of protection proposed, (b) the justification for improvement of Tahchevah Creek for flood control depends upon a very rapid and costly development of section 14 which must be regarded as being rather speculative, and (c) the flood damages against which the project is designed to protect could be entirely avoided if the municipality refused to permit further urban development in the area subject to flooding without the prior construction of appropriate flood protection works.

Remarks.—The committee is aware that a serious flood problem exists along Tahchevah Creek in the highly developed area of Palm Springs, Calif., including part of the Agua Caliente Indian Reservoir, and that floods cause large direct damages to exceptionally valuable residential and business properties in the area, and that indirect and intangible damages from such floods are also of considerable magnitude. The improvement appears to be well justified on the basis of the tangible benefits alone, and consideration of the intangible benefits increases the justification.

The Palm Springs area includes part of a highly developed modern resort community which comprises one of the most outstanding and attractive resorts in the Southwest. Property values are exceptionally high. Development of the city is continuing at a rapid rate, and the population of the area and property values will continue to increase.

The committee does not consider the present estimated value of property in the overflow area of \$24,500,000 as excessive. Without

flood control, damages from future floods will be considerably greater than past floods because of the continuous rapid increase in the number and value of improvements in the overflow area. Expensive residences are planned for construction over much of the debris cone of Tahchevah Creek, and for development of all unimproved Indian land. The estimated future value of the property subject to overflow of \$96 million is likewise not believed excessive.

The committee is of the opinion that because of the local protection nature of this project, local interests should bear a portion of the costs as is customary in projects of this nature. The allocations of costs to the local interests appears reasonable. Riverside County and the city of Palm Springs have indicated their willingness to cooperate with the United States by bearing a part of the cost of the project on Tahchevah Creek, based on the increased land-use benefits.

The committee recommends this project. It feels that the Tahchevah Creek project is economically feasible, and that flood protection that would be provided for the Palm Springs area is essential for its continued growth and development. It believes that there is a Federal interest involved in providing this flood protection, and that the cash contribution by local interests of a portion of the actual Federal construction cost is equitable.

MOJAVE RIVER, CALIF.

(H. Doc. 164, 86th Cong.)

Location.—The Mojave River Basin is in southern California, entirely within San Bernardino County. The total drainage area is 4,700 square miles. The Mojave River is formed by Deep Creek and West Fork in the San Bernardino Mountains and flows 150 miles through the Mojave Desert to Soda Lake about 160 miles east of Los Angeles.

Authority.—Flood Control Act of August 28, 1937.

Existing project.—Some locally constructed channel improvements and bank protection works at most developed areas in basin. Recreational lakes in headwaters.

Flood problem.—Agricultural and urban areas subject to damage from recurring floods. Major railroads and highways subject to inundation and damage.

Recommended plan of improvement.—A 40,000 acre-foot reservoir on West Fork.

Estimated cost (price level, March 1956).—

Federal.....	\$3, 070, 000
Non-Federal.....	0
Total.....	3, 070, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$111,000	0	\$111,000
Operation and maintenance.....	18,700	0	18,700
Total.....	129,700	0	129,700
Annual benefits: Flood damages prevented.....			241,000

Benefit-cost ratio.—1.86.

Local cooperation.—Hold and save United States free from damages from water-right claims; prevent encroachment on downstream channel and maintain capacity of 20,000 cubic feet per second through improved areas. Local interests have indicated willingness to meet these requirements.

Comments of State and Federal agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

Department of Commerce: No objection.

Federal Power Commission: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The reservoir would reduce flood damages from all floods approximately 65 percent, and would prevent essentially all damages from a flood of 20,000 cubic feet per second. In addition, it would prevent interruptions by floods to traffic on transcontinental railroad; and reduce danger of loss of life. The project is considered meritorious for Federal undertaking.

WALNUT CREEK BASIN, CALIF.

(H. Doc. 76, 86th Cong.)

Location.—Walnut Creek Basin is located about 15 miles east of San Francisco Bay in a depression between the Berkeley Hills and Mount Diablo in Contra Costa County, Calif.

Authority.—Flood Control Act of May 17, 1950.

Existing project.—No existing Corps of Engineers project.

Flood problem.—Some 6,100 acres subject to overflow at and below city of Walnut Creek. Danger to human life and property considered great as urban areas of Walnut Creek, Concord, and Pacheco are in flood plain.

Recommended plan of improvement.—Provides for 14.1 miles of channel, four reinforced concrete drop structures, one stilling basin, 11.8 miles of levee, and four pumping stations.

Estimated cost (price level, July 1957).—

Federal.....	\$17, 980, 000
Non-Federal.....	6, 380, 000
Total.....	24, 360, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$635,000	\$225,000	\$860,000
Operation and maintenance.....	0	125,000	125,000
Total.....	635,000	350,000	985,000
Annual benefits:			
Flood damages prevented.....			1,027,000
Land enhancement.....			255,000
Total.....			1,282,000

Benefit cost ratio.—1.3.

Local cooperation.—Contribute in cash 7.4 percent of cost of construction presently estimated at \$1,440,000, for land enhancement benefits; provide lands, easements, and rights-of-way, and all alterations and relocations except for railroad facilities; maintain and operate after completion in accordance with instructions set forth by Secretary of the Army; hold and save the United States free from damages. Local interests have indicated willingness to meet requirements of local cooperation.

Comments of State and Federal Agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that certain elements of the recommended plan of improvement would be accomplished by the Federal Government with appropriate participation by local interests. Other elements have been or it was assumed, based upon conditions and information available at the time of the report studies were made, would be constructed by local interests. Certain developments have occurred since completion of those studies which affect the findings in the report:

(a) The California State Highway Department has constructed 1,200 feet of open concrete channel at the southern limits of the city of Walnut Creek which is within the recommended plan of improvement. This would reduce the estimated Federal cost by \$600,000.

(b) Local interests have indicated a desire that the Federal Government assume the responsibility for constructing about 900 feet of channel improvement which, formerly, they had proposed for future construction. This work is an integral part of the plan of improvement and normally would be considered a Federal responsibility except in this case local interests had indicated an intention to construct the improvements for their own convenience. This addition would increase the Federal cost an estimated \$500,000.

Although assumption of the additional 900 feet of channel improvement as a Federal responsibility would increase the Federal cost, the decrease due to the work already accomplished by the State highway department will more than offset the increase. The committee believes that the additional channel improvement which local interests had proposed to construct is properly a Federal responsibility and should be included in the plan for accomplishment by the Federal Government.

SACRAMENTO RIVER, CALIF., BANK PROTECTION

(S. Doc. 103, 86th Cong.)

Location.—The Sacramento River is in north-central California. The major tributary streams are the American and Feather Rivers which enter the Sacramento River at Sacramento, Calif., and 20 miles above that city, respectively.

Report authorized by.—Senate Public Works Committee resolution adopted February 18, 1955.

Existing project.—The Federal flood protection project incorporates local work and authorized Federal improvements comprising 1,300 miles of levees, overflow weirs, bypass channels, channel improve-

ments, and related work on the main stream and tributaries. As Federal levee work is accomplished, bank protection is provided as warranted. The completed authorized project will include about 100 miles of protected levees and banks. Numerous multiple-purpose dams have been constructed by local interests and the Federal Government. Existing Federal navigation improvements include a shallow-draft channel from Suisun Bay to Red Bluff, and a deep-water channel from Suisun Bay to Sacramento.

Flood problem.—The flood plain within the limits of the project comprises about 2,000 square miles devoted largely to agriculture, and includes about 50 communities and a total population in 1958 of about 600,000. The 1955 flood on the Feather River resulted in two levee failures causing \$48,200,000 damage and the loss of about 40 lives. During large floods, weak spots may develop at various points along the levee system. Many failures have been prevented by preflood repairs, flood fighting during floods, and by emergency repair following floods. The Federal Government has expended an average of \$300,000 annually for emergency work during the past 10 years. The condition of the levees is deteriorating and the entire levee system is endangered.

Recommended plan of improvement.—A long-range program is proposed for construction of bank erosion control works and setback levees within the limits of the existing levee system, with authorization of appropriation of an amount estimated to be sufficient for accomplishment of the initial 10-year phase. Any separable increment may be undertaken independently whenever funds for that purpose are available and local cooperation has been furnished.

Estimated cost (price level, July 1959).—

Federal.....	\$14, 240, 000
Non-Federal.....	7, 120, 000
Total.....	1 21, 360, 000

¹ For initial 10-year period. Cost of ultimate remedial work tentatively estimated at \$100,000,000.

Project economics (initial 10-year period).—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$505,000	\$251,000	\$756,000
Maintenance.....	0	57,000	57,000
Loss of productivity on land.....	0	22,000	22,000
Total.....	505,000	330,000	835,000

Economic justification.—It is considered impracticable to assign a monetary value to the benefits which would result from the removal of threats of eventual levee breaks when there are numerous vulnerable locations in various states of deterioration. The remedial work is considered to be clearly justified to preserve the integrity of the existing levee system the failure of any part of which would endanger many lives and cause extensive damage.

Local cooperation.—Contribute in cash an amount which when added to the cost of lands, easements, rights-of-way, and utility changes, equals one-third of the cost of each unit of remedial work presently estimated at \$4,820,000 for the first 10-year period; for

reaches where local interests prefer bank stabilization to levee setbacks, contribute the costs over and above the costs of setbacks, and provide also the local contribution indicated as follows. Furnish lands, easements, and rights-of-way; make necessary relocations and alterations to roads, bridges, irrigation and drainage facilities, and other utilities; maintain and operate; hold and save the United States free from damages.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

Department of Commerce: Favorable.

Department of Agriculture: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objections.

Remarks.—The committee is of the opinion that the long-range program for construction of bank erosion control works is essential for the prevention of loss of land from bank caving; protection of agricultural and urban lands; and to protect the Federal and local investment in the present flood control and other improvements along the Sacramento River. Authorization of the initial phase of the bank protection works at this time is believed advisable and justified. The requirements of local cooperation, providing that the costs to local interests equal about one-third of the cost of the remedial works, are believed proper and equitable.

LAS VEGAS WASH AND TRIBUTARIES, NEVADA

(H. Doc. 405, 86th Cong.)

Location.—In southern Nevada on the northwest side of Lake Mead.

Report authorized by.—Public Law 479, 82d Congress, 2d session, approved July 9, 1952.

Existing project.—No Federal project.

Flood problem.—Since the channels throughout the improved parts of the flood plain are not well defined, practically all floods cause appreciable damage.

Recommended plan of improvement.—A diversion levee west of North Las Vegas and Las Vegas, connecting to a detention basin southwest of Las Vegas, with an outlet channel extending eastward from the detention basin to Las Vegas Wash; a diversion levee west of McCarran Field; a diversion levee along Power Line Road south of Nellis Air Force Base; and a detention basin south of Henderson, with an outlet channel extending northward from the detention basin to a point northeast of the city. It is further recommended that construction of any of the three units may be undertaken independently of the other whenever funds for that purpose are available and the prescribed local cooperation has been provided.

Estimated cost (price level of 1959).—

Federal	\$13, 410, 000
Non-Federal	4, 930, 000
Total	18, 340, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$487,000	\$282,700	\$769,700
Operation and maintenance.....		54,000	54,000
Total.....	487,000	336,700	823,700
Annual benefits: Damages prevented.....			980,000

Benefit-cost ratio.—1.2.

Local cooperation.—(a) Furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (b) accomplish without cost to the United States all alterations and relocations of existing improvements, exclusive of railroad facilities, which may be required for construction of the project; (c) hold and save the United States free from damages due to the construction works; (d) maintain and operate each usable element of the works after completion in accordance with regulations prescribed by the Secretary of the Army; and (e) establish and enforce flood-channel limits and regulations for the preservation of the flood capacities of the recommended channels and detention basins. They are willing to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

Public Health Service:

State of Nevada: Favorable.

Comments of the Bureau of the Budget.—No objection of submission of report, but suggests that authorization be deferred until Congress has considered S. 2060, and local share be at least 30 percent.

Remarks.—The committee recognized the acute flood situation in the Las Vegas area when it authorized the study of the problems by a special law in the 82d Congress. The committee believes the project meritorious to protect a fast-growing and populous area and certain defense installations, and that the requirements of local cooperation are equitable, and in line with present policy and other similar projects.

GLEASON CREEK, NEV.

(H. Doc. 388, 86th Cong.)

Location.—In east-central Nevada.

Report authorized by.—Flood Control Act of May 17, 1950.

Existing project.—There are no major Federal flood control improvements. Gully checks, contour trenches, a detention basin, and reseed-ing have been accomplished by the U.S. Forest Service and Bureau of Land Management. Local interests have constructed a conduit system at Ely and minor channel improvements and revetment works.

Flood problem.—The streams have little or no flow except during spring snowmelt or as a result of summer thunderstorms. Floods result principally from snowmelt and cause severe damage at Ely, a city with a population of 5,000. Damages caused by the March 1945

flood are estimated at \$230,000. Average annual damages are estimated at \$41,500.

Recommended plan of improvement.—Construction of a reservoir on Gleason Creek, near Keystone, about 7 miles above Ely.

Estimated cost (price level, July 1958).—

Federal.....	\$450, 000
Non-Federal.....	35, 000
Total.....	485, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$17, 500	\$1, 200	\$18, 700
Operation and maintenance.....	0	5, 300	5, 300
Total.....	17, 500	6, 500	24, 000
Annual benefits: Prevention of flood damages.....			32, 000

Benefit-cost ratio.—1.3.

Local cooperation.—Furnish all lands, easements, and rights-of-way for construction; hold and save the United States free from damages; maintain and operate; bear cost of all alterations and construction of highway facilities and other structures and utilities; preserve and maintain existing channels capacities.

Comments of State and Federal agencies.—

Department of Interior: Favorable.

Department of Commerce: Favorable.

Department of Agriculture: Favorable.

Federal Power Commission: Favorable.

Public Health Service: Favorable.

State of Nevada: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Flood protection to the city of Ely will be provided by completion of the recommended project. The committee believes the project of an urgent nature, well justified, and recommends its authorization as reported by the Chief of Engineers.

JORDAN RIVER BASIN, SALT LAKE CITY STREAMS, UTAH

(H. Doc. 213, 86th Cong.)

Location.—The area considered includes a 130-square mile portion of the Jordan River Basin in north central Utah. It includes several streams which originate in the Wasatch Mountain Range east of Salt Lake City and flow through the city into Jordan River.

Authority.—Flood Control Act of June 28, 1938.

Existing project.—There are no authorized Federal flood control projects on Salt Lake City streams. A Federal project on Jordan River at Salt Lake City, now under construction, provides for enlargement of Surplus Canal to bypass excess floodwaters from Jordan River around the city to Great Salt Lake.

Flood problem.—Floods occur intermittently in urban areas of Salt Lake City and the city is faced with an impending municipal water supply shortage. Flooding on the four creeks flowing through the

city is caused by snowmelt or by a combination of snowmelt and rainfall, usually during the months of May and June. Flooding is also caused by cloudburst-type of rainfall of small areal extent in the foothills in late summer. The maximum flood of record occurred in April-May 1952 and covered about 75 city blocks: 1,500 homes were inundated and about 3,000 residents were evacuated.

Recommended plan of improvement.—An 8,000 acre-foot reservoir in Parleys Creek Watershed to operate jointly with existing 3,200 acre-foot reservoir for flood control and water supply.

Estimated cost (price level, July 1958).—

Federal.....	¹ \$6, 060, 000
Non-Federal.....	340, 000
Total.....	6, 400, 000

¹ The sum of \$2,209,000 to be repaid to the Federal Government for water supply.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$142, 000	\$92, 000	\$234, 000
Maintenance, operation, and replacements.....	0	24, 000	24, 000
Total.....	142, 000	116, 000	258, 000
Annual benefits:			
Flood damages prevented.....			210, 000
Municipal water supply.....			131, 000
Total.....			341, 000

Benefit-cost ratio.—1.3.

Local cooperation.—(a) Reimburse the United States for 36.5 percent of the Federal construction cost, an amount presently estimated at \$2,209,000, to be paid either (1) in a lump sum prior to commencement of construction, (2) in annual amounts during the period of construction, proportional to the estimated annual Federal construction costs, or (3) in equal annual payments, including interest during construction and interest on the unpaid balance, not to exceed 50 years from the date on which storage is first used for water supply purposes; (b) furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the works, including the undertaking of all necessary alterations and relocations of highways, utilities, and other structures; (c) maintain and operate the project without cost to the United States as a coordinated unit with the existing Mountain Dell Reservoir, both projects to be operated for flood control in accordance with rules and regulations to be prescribed by the Secretary of the Army; (d) settle in accordance with applicable State laws all water rights problems related to construction and operation of the project; and (e) preserve or restore and thereafter maintain the stream channel downstream from the two reservoirs to the Jordan River to the capacity existing in 1958. The ultimate construction cost to the United States is estimated at \$3,851,000.

Comments of State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Utah: Favorable.

Comments of the Bureau of the Budget.—The Budget Bureau had no objection to the submission of the proposed report to the Congress, but recommended that further flood-control authorizations requiring less than 30 percent non-Federal participation be deferred until the Congress has had the opportunity to consider and enact the provisions of the legislation proposed by the President on uniform cost-sharing standards for flood-protection projects.

Remarks.—The committee recognizes the flood problems in the Salt Lake City area. It believes that the recommended Little Dell Reservoir, operating in conjunction with the Mountain Dell Reservoir for flood control and water supply, will prevent flood damages on Parleys Creek and in the 13th South Street area from major floods, except for minor damages from occasional local rainstorms centering downstream from the Reservoir. In addition, the plan would make available a minimum of about 4,000 acre-feet of water annually for water supply purposes. The committee approves the reimbursement features of the proposed water supply plan, and believes cost allocations for flood control are equitable, and recommends authorization of the project in accordance with the recommendations of the Chief of Engineers.

FOSTER RESERVOIR, SOUTH SANTIAM RIVER, OREG.

(S. Doc. 104, 86th Cong.)

Location.—Foster Dam would be located on South Santiam River about 38.5 miles above its confluence with Santiam River and immediately above Foster, Oreg., in northwest Oregon.

Report authorized by.—Resolution, Committee on Public Works, U.S. Senate, adopted July 28, 1955.

Existing project.—The existing Federal project on the South Santiam River and its tributaries consists of Green Peter Dam on the Middle Santiam River and the accompanying reregulating White Bridge Dam a few miles downstream.

Flood problem.—About 2,000 homes are located along South Santiam River within the major flood plain. Approximately 25,000 acres valued at up to \$1,000 an acre are subject to flooding from South Santiam River.

Recommended plan of improvement.—Provides for the construction of Foster Dam as a substitute for the authorized White Bridge Dam. The Foster project would act as a reregulating reservoir and also provide for flood control, increased power production, possible future water supply, streamflow regulation, irrigation, and substantial recreation facilities. The project would consist of an earth-and-rockfill dam at mile 38.5 near Foster, Oreg.

Estimated cost (price level, July 1957).—

Federal.....	\$17, 340, 000
Non-Federal.....	0
Total.....	17, 340, 000

Project economics.—

Annual charges:	<i>Federal</i>
Interest and amortization.....	\$626, 000
Maintenance and operation.....	104, 200
Interim replacements.....	33, 600
Taxes forgone.....	91, 200
Total.....	855, 000

Annual benefits:	
Flood control.....	\$231, 000
Power.....	750, 000
Stream regulation.....	15, 000
Irrigation.....	10, 000
Recreation.....	174, 000
Total.....	1, 180, 000

*Benefit-cost ratio.—1.4**Local cooperation.—None required.**Comments of State and Federal agencies.—*

State of Oregon: Favorable.

Department of Agriculture: Favorable.

Department of the Interior: Favorable.

Federal Power Commission: Favorable.

Comments of the Bureau of the Budget.—No objection.

*Remarks.—*The committee notes the favorable economic ratio of the Foster Reservoir, and believes that the project would act as a reregulating reservoir, and serve all the functions of the Columbia River Basin plan at less cost and with greater total annual benefits. The Foster Reservoir would be a substitute for the authorized White Bridge Dam and the recommended Wiley Creek Dam, the costs of which are \$19,430,000. Local interests have cited the need for flood control, power, industrial and domestic water supply in the area. The committee recommends its authorization as a unit in the comprehensive plan for the Columbia River Basin.

SECTION 204

This section would authorize Federal participation, to the extent of flood-control benefits only, in the proposed multiple-purpose Merced River development, including the Bagby, New Exchequer, and Snelling Dams and Reservoirs to be constructed on the Merced River by the Merced Irrigation District of California. This degree of participation is similar to authorizations previously granted for the Oroville and Cherry Valley Reservoirs, also in California. The committee has included adequate safeguards in the proposed amendments which will protect the interest of the United States. These principal safeguards are as follows:

(a) The actual amount of Federal contribution shall be determined by the Secretary of the Army in cooperation with the Merced Irrigation District, and shall be subject to a finding by the Secretary of the

Army, approved by the President, of economic justification for the flood-control allocation.

(b) Prior to the Federal contribution an agreement must be reached between the Federal Government and the Merced Irrigation District, assuring that the reservoir will be operated so as to produce the flood-control benefits upon which the allocation is predicated.

(c) Operation of the dam for flood control shall be in accordance with rules prescribed by the Secretary of the Army in accordance with existing law, which is similar to other dams not under the jurisdiction of the Corps of Engineers but having flood-control benefits, for which operating rules are prescribed.

(d) The rate of contribution on an annual basis during the construction period shall not exceed an amount which reflects the relative value of the flood-control portion in comparison to the total cost.

(e) The authority is limited to 4 years, and if construction is not undertaken within that period, the authority shall expire.

The committee held extensive hearings on this project, with testimony from local, State, and Federal officials. The estimated cost of the proposed development is about \$110 million and the preliminary estimate of the flood-control allocation is \$12 million. The committee believes that inclusion of flood-control storage in this multiple-purpose project is justified and economical to the Federal Government, that a single-purpose flood-control reservoir is not economically feasible, that the interests of the United States are adequately protected, and that the cost allocations to flood control are equitable and follow existing policy with respect thereto.

SECTION 205

This section would authorize Federal participation to the extent justified by flood-control benefits only, in the proposed multiple-purpose dam and reservoir, or dams and reservoirs, to be constructed on the Mokelumne River by the East Bay Municipal Utility District of Oakland, Calif. This degree of participation is similar to that authorized by section 104, and in previous authorizations granted for the Oroville and Cherry Valley Reservoirs, also in California. The committee has included the same safeguards for the protection of the interests of the United States in this project as was included for the Merced River development included in section 104, and for previous similar authorizations. In addition, provisions have been made to include adequate provision for mitigation of damages to fish and wildlife, consistent with the other purposes of the project.

The committee also held extensive hearings on this project, receiving testimony from local, State, and Federal officials. No opposition to the project was expressed. The estimated cost of the proposed development is about \$60 million and the preliminary estimate of the flood-control allocation is \$10 million. The committee is of the opinion that inclusion of flood-control storage in this multiple-purpose development is justified and economical to the Federal Government, and will produce extensive widespread benefits. The Committee believes that the costs allocated to flood control for this project should follow existing policy, rather than allocate a fixed percentage of flood-control costs to local interests.

SECTION 206

The purpose of section 206 is to authorize the Secretary of the Army, through the Chief of Engineers, to compile and disseminate information on floods and flood damages, including identification of areas subject to inundation by floods of various magnitudes and frequencies. Authority would also be given to provide advice to local interests for their use in planning to ameliorate flood hazards. Section 206 would authorize the allotment from flood control appropriations of sums not to exceed \$1 million in any one fiscal year for compilation and dissemination of such information.

This legislation would meet a growing need at the local level for information about flood problems, damages, and hazards, and measures for their amelioration. Data and engineering advice would be made available for specific localities only upon the request of a State or responsible local governmental agency and upon the approval of the Chief of Engineers, Department of the Army. Information and assistance of this kind would provide a basis at the local level for the planning of flood control projects, for the regulation of flood plain use in many rapidly growing communities, for city planning (especially in the planning of urban renewal projects), for the development of flood insurance programs, and for other purposes. Such a program could yield large returns in the form of reductions in future flood losses and should reduce future demands for Federal expenditures for flood-control works.

The Corps of Engineers has assembled much flood plain information during the conduct of its authorized responsibilities for flood control, and has the personnel and organization qualified to undertake a program of this kind. They will of course require coordination with other interested Federal agencies and with the affected States.

The Federal Government already bears a major responsibility for the control of floods throughout the Nation, and it should have a similar interest in finding ways to avoid future flood problems. The proposed program of information and technical assistance has the latter objective, and it would also make more effective the role of the Federal Government in flood control by encouraging a larger measure of responsibility for dealing with localized flood problems at the State and local level.

The committee was advised that there is estimated to be about 2,000 communities in the country at which there appears to be a need for the kind of information and assistance which this program would make available. On this basis, the program would extend over a period of years, but the committee believes that large savings in reduction of flood damages and in the need for Federal construction of protective works would result.

SECTION 207

This section authorizes the Chief of Engineers to utilize existing public roads as a means of providing access during construction to authorized water resource development projects, if he determines it to be in the public interest and would result in a saving in Federal cost over the cost of constructing a new road at Federal expense. The Chief of Engineers would be authorized to improve, reconstruct,

and maintain such roads, or contract with the local authority having jurisdiction over the roads to accomplish the necessary work, and he may acquire necessary lands or easements if deemed advisable. Upon completion of the project, if considered necessary, the road will be restored to as good condition as it was before using for access purposes, after which the responsibility of the Chief of Engineers for improvement, reconstruction, and maintenance would cease.

The committee was advised that the authority of the Chief of Engineers to utilize existing public roads as access roads to construction projects, has been questioned. This is particularly true with respect to acquisition of additional land necessary to improve or widen an existing road. In such case, it is necessary to acquire an entirely new right-of-way and construct thereon a new road, frequently paralleling an existing road, at much greater expense to the Federal Government than of improving or reconstructing an existing road.

The committee believes this proposed amendment meritorious and economical to the Federal Government. Many water resource development projects are in isolated localities, where the available roads leading thereto are not highly improved. During construction of such projects improved roads for travel of personnel and delivering material, equipment, and supplies are needed. After completion of the project the road may need restoration in order to care for the travel that will use it. Such travel might be considerable by operating personnel, who are then residents of the area, and by visitors to the project or persons seeking recreation thereat, or for developments that takes place in the vicinity of the project.

This section also clarifies the responsibility of the Chief of Engineers with respect to replacement of existing public roads necessitated by construction of water resource development projects, as to service to be provided and design standards. It is not the intention of the committee to construe that every road taken in a reservoir area shall be replaced, but where a replacement road is provided, it should serve as nearly as practicable, in the same manner and as well as the road it replaces. It should serve the existing traffic of the locality, as direct as possible without wide detours, with adequate design standards to accommodate such traffic. The design standards for the substitute road will be based on the traffic existing at time of taking, in determination of the classification of the substitute road.

SECTION 208

NORMAN PROJECT, OKLAHOMA

The committee has included the Norman project, Oklahoma, in H.R. 7634, substantially as it passed the Senate in S. 1892, even though that bill has now been approved by the Congress.

In taking this action, the committee does not feel that it is establishing a precedent. In fact, it feels that the Norman project, being a multiple-purpose project for flood control and water supply, is well within the jurisdiction of the Committee on Public Works. It is understood, however, that the project will be constructed by the Department of the Interior, in accordance with Federal reclamation laws. The committee has previously authorized reclamation projects in flood control acts, for example, the Missouri River Basin project,

the Altus-Lugert project, now known as the W. C. Austin project, which is not far distant from the Norman project, and others.

The committee believes the Norman project to be well justified economically, with an economic ratio of about 2 to 1. This section of our country is subject to recurring floods and droughts. Water conservation is urgently needed for municipal and industrial purposes, and flood control on Little River is also needed. Accordingly, the committee recommends authorization of the Norman project.

The committee requested the Corps of Engineers to furnish it a statement on the flood-control value of the Norman project as follows:

HEADQUARTERS, DEPARTMENT OF THE ARMY,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, D.C., June 2, 1960.

HON. ROBERT S. KERR,
Chairman, Subcommittee on Flood Control—Rivers and Harbors,
Committee on Public Works, U.S. Senate.

DEAR MR. CHAIRMAN: In accordance with the chairman's request the following information is furnished concerning the Norman project, Oklahoma, as proposed by the Department of the Interior. This information is based primarily on data contained in the following documents and reports: Senate Document 13 and House Document 420 of the 85th Congress, and Senate Report 872, House Report 1644, and S. 1892 of the 86th Congress.

The Norman project, consisting of a reservoir on Little River near Norman, Okla., pumping plants, pipelines, and other conduits for furnishing water for municipal, domestic, and industrial use, would be located in central Oklahoma. The project would serve the principal purposes of storing, regulating, and furnishing water for municipal, domestic, and industrial use, and controlling floods, and, as incidental to the foregoing, the additional purposes of regulating the flow of Little River, providing for the conservation and development of fish and wildlife, and enhancing recreational opportunities.

A planning report on the Norman project submitted to the Congress by the Secretary of the Interior on July 1, 1958, is printed as House Document No. 420, 85th Congress. This report was based on field studies completed in 1954. On the basis of reappraisal to take into account the effect of the severe drought of 1951–57 the Department of the Interior now favors an enlargement of the original plan to increase the annual firm yield of the project. Based on October 1958 prices the Department of the Interior's estimate of the cost of constructing the project is \$19,042,000, divided and allocated as follows:

Division of cost by project features:

Dam and reservoir.....	\$11, 511, 000
Aqueduct system.....	7, 216, 000
Basic recreational facilities.....	315, 000
Total.....	19, 042, 000

Allocation of cost between project purposes:

Water supply.....	¹ \$13, 092, 000
Flood control.....	3, 275, 000
Fish and wildlife.....	2, 360, 000
Recreation.....	315, 000
Total.....	19, 042, 000

¹ Includes portion of cost of aqueduct system allocable to furnishing water to Tinker Air Force Base, estimated at \$1,094,000.

The Department of the Interior had advised the Congress that annual benefits from all project purposes would exceed the annual economic costs in the ratio of over 2 to 1 for either plan and for either a 100-year or 50-year period of analysis.

Project benefits would include those arising from control of all floods of record at the damsite, with resultant reduction of damage to farmland and property along Little River. Minor flood control benefits also would be realized in the Canadian River Basin downstream from the mouth of the Little River. A storage capacity of 75,000 acre-feet would be allocated to this purpose. Average annual direct flood control benefits of \$169,000 were credited in the economic analysis of the project. This benefit estimate was made by the Corps of Engineers, as described in a report on economic data and prospective flood control benefits prepared by the Corps of Engineers for use by the Bureau of Reclamation in the studies of the feasibility of the Norman project completed in 1954. A copy of this report is included in House Document No. 420, 85th Congress.

Sincerely yours,

WILLIAM F. CASSIDY,
Major General, U.S. Army,
Assistant Chief of Engineers for Civil Works.

PROJECT DESCRIPTION

The proposed multiple-purpose Norman project would be located in central Oklahoma in and adjoining the Little River Basin in Cleveland and Oklahoma Counties. The planning report on the project was submitted to the President of the Senate and Speaker of the House of Representatives on July 1, 1958, and was printed as House Document 420, 85th Congress. This report was based upon studies which were completed in 1954.

Norman, Midwest City, Del City, Okla., and Tinker Air Force Base now derive their water by ground water pumping. Their water requirements are continuing to grow and forecasts of future requirements indicate that continued reliance upon ground water alone will result in serious difficulties unless some such development as the proposed Norman project is built.

The planning report proposed a Norman Reservoir with a conservation storage capacity of 107,300 acre-feet, which it was believed would furnish adequate water to meet the estimated requirements of the three project municipalities and the military installation through the year 2010.

Because the report was based on studies which were completed in 1954, the Bureau of Reclamation has recently completed a reappraisal of the proposed Norman project, taking into account the effect of the severe drought of 1951-57 on the estimated firm reservoir yield, significant increases in land acquisition and relocation costs, general increases in construction costs, all-Federal as well as joint development, and other factors which will affect the project plan.

EFFECTS OF DROUGHT RECOGNIZED

As the effect of the recent drought was to decrease significantly the firm yield of Norman Reservoir, as previously reported, the reappraisal involved studies of Norman Reservoir with the original conservation

storage capacity of 107,300 acre-feet and with 140,900 acre-feet of conservation storage capacity. Either reservoir, operated in conjunction with occasional use of existing ground water pumping facilities, could meet the project requirements for 50 years. The larger reservoir, which will increase the annual firm yield about 20 percent at an increase in cost of about \$1,140,000, is now favored for the project plan. Increasing the annual firm yield will reduce the quantity and frequency of ground water pumping. In addition, arrangements may be concluded between the Central Oklahoma Water Users' Association and Oklahoma City for the city to purchase the entire yield of the reservoir surplus to project needs.

Based on October 1958 prices, the cost of constructing the project is now estimated at \$19,042,000. The Federal cost under joint development would amount to about \$12,920,000, consisting of \$11,511,000 for Norman Dam and Reservoir, \$315,000 for minimum basic recreational facilities, and \$1,094,000 for that portion of the cost of the aqueduct system which would be allocable to furnishing water to Tinker Air Force Base. The remaining cost of the aqueduct system, which would be constructed by the project water users under joint development, or by the Federal Government under the all-Federal plan, would amount to \$6,122,000. In either case, local interests would construct the necessary water treatment works at an estimated cost of \$3,227,000.

FLOOD CONTROL BENEFITS RECOGNIZED

Norman Reservoir would also provide flood control benefits through controlling all floods of record at the damsite, thus protecting valuable farmland and property. There would be minor flood benefits in the Canadian River Basin downstream from the mouth of the Little River.

The U.S. Fish and Wildlife Service has found that the existing stream fishery of low value would be replaced by a good reservoir fishing opportunity. Responsibility for the conservation and development of fish and wildlife values will rest with the Oklahoma Game and Fish Department in cooperation with the Fish and Wildlife Service.

Since almost one-fourth of Oklahoma's population lives within 50 miles of the Norman Reservoir site, the project could provide recreational opportunities for a population concentration which is currently without adequate facilities of the nature which the project would make available. The project plan proposes Federal construction of those minimum basic facilities required for the protection of the health and safety of the visiting public. Additional recreational facilities, not appropriate for Federal construction, would be provided by local interests and the State of Oklahoma.

ALLOCATION OF FEDERAL COSTS

The Federal costs of the Norman project have been allocated as follows:

Purpose	Construction cost	Interest during construction	Total
Municipal and industrial water supply:			
Joint development.....	\$6,970,000	\$274,000	\$7,244,000
All Federal development.....	13,092,000	416,000	13,509,000
Flood control.....	3,275,000	129,000	3,404,000
Fish and wildlife.....	2,360,000	91,000	2,451,000
Recreation.....	315,000	0	315,000

Annual benefits from all purposes would exceed the annual economic costs in the ratio of over 2 to 1 for either plan and for either a 100-year or 50-year period of analysis.

SECTION 209

This is the customary section providing for authorization for surveys at various localities. It is similar to the corresponding section 108 in title I, and covers surveys at the following locations:

FLOOD CONTROL SURVEYS

Ogunquit, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Old Orchard, Cape Elizabeth, Portland, Phippsburg, and adjacent coastal areas, Maine.

Patuxent River, Md.

Pithlachascotee River, Masaryktown, Anclote River, Lake Tarpon, Brooksville, and adjacent areas, Florida.

Phillippi Creek, Fla.

Atherton Creek, San Mateo County, Calif.

Wildcat and San Pablo Creek, Contra Costa County, Calif.

Streams in Marin County, Calif., flowing into Richardson Bay, an arm of San Francisco Bay, including Coyote Creek and Arroyo Corte Madera del Presidio Creek.

Island of Hawaii, State of Hawaii, construction of dikes, barriers, or walls, to protect lives and property from lava flows resulting from volcanic eruption.

SECTION 210

This section provides the customary increase in basin authorization for the portion or the comprehensive Missouri River Basin plan under the jurisdiction of the Bureau of Reclamation of the Department of the Interior. This is the same item as was contained in the 1958 act, and covers a 3-year period as for the increased basin authorizations for the Corps of Engineers. Prior authorizations since the adoption of the plan amount to \$750 million. The Bureau of Reclamation estimates that the remaining authorization on June 30, 1961, will amount to about \$113 million. The estimated requirements for the fiscal years 1962 and 1963 are \$143 million, leaving a deficit of \$30 million.

The Department of Interior has requested an addition of \$50 million to previous authorizations for the partial accomplishment of the work assigned to the Bureau of Reclamation. A table submitted by the Department carries a footnote to the line estimates for fiscal 1962 and 1963 saying, "no allowance included for possible new starts," although there is some leeway between the line estimates and the total request. The committee is advised that preliminary drafts of reports on Pine Ridge unit, White division, and some small South Dakota pumping units show favorable cost-benefit ratios. Since advance planning funds have already been requested for them in the appropriation bill for fiscal 1961, the committee assumes that the leeway in the total requested above the line estimates will provide for possible new starts on these and other units similarly situated. The committee is also advised that the Bureau of Reclamation has recently submitted to Congress a favorable report on the Garrison diversion unit. Since this is a fairly large project, the committee has added \$10 million to the amount requested in order to provide for possible start of that work in fiscal 1962 and fiscal 1963.

INCREASE IN MONETARY AUTHORIZATIONS FOR COMPREHENSIVE RIVER BASIN PLANS

Approved comprehensive basin plans.—In the Flood Control Acts of 1936 and 1938 Congress approved comprehensive plans for the development of many of the river basins throughout the Nation in the interest of flood control, navigation, hydroelectric power development, and other allied purposes. Congressional approval embraced in each case the entire plan, but, because of the magnitude of the undertakings and the length of time anticipated for their realization, Congress limited authorization of funds to the amounts expected to be required for only the ensuing several years. In later acts, Congress approved comprehensive plans for additional river basins and also increased the monetary authorizations for those basins previously authorized to the extent needed to provide for further appropriations. It has been customary to include such increased basin authorizations, where needed, in omnibus bills.

Increased basin authorizations.—The Flood Control Act of 1958 provided for a number of increased basin authorizations to cover appropriations through fiscal year 1960, but the committee recognized that consideration would be necessary of additional amounts of authorization in calendar year 1959. The additional amounts included for authorization in this bill are considered sufficient for the next 3 years (1961–63) to permit sound progress and budgeting, and at the same time allow for further reconsideration of monetary authorizations by the Congress at an early date.

The river basin plans requiring additional monetary authorizations, as of 1960, and the amounts recommended by the committee are as follows:

Monetary authorization required to cover a period of 3 years (fiscal years 1961-63)

[In thousands]

River basins	Available monetary authorization	Proposed and actual funding through fiscal year 1963	Deficit monetary authorization	Additional monetary authorization required
Arkansas-FC-----	\$198,773.0	\$266,449.8	\$67,676.8	¹ \$68,000.0
Arkansas-Nav-----	136,000.0	246,974.0	110,974.0	¹ 111,000.0
Brazos-----	40,000.0	60,772.0	20,772.0	21,000.0
C and S Florida-----	83,300.0	105,312.0	22,012.0	23,000.0
Columbia-----	575,300.0	722,668.7	147,368.7	148,000.0
Los Angeles-----	254,041.0	285,685.0	31,644.0	32,000.0
Missouri-----	1,039,094.0	1,245,271.7	206,177.7	207,000.0
Upper Mississippi-----	65,300.0	77,292.2	11,992.2	12,000.0
White-----	226,000.0	275,555.2	49,555.2	50,000.0
Subtotal-----				672,000.0
Barkley Dam, Ky-----	36,000.0	122,500.0	86,500.0	² 146,000.0
Total additional authorization required for 3-year period-----				818,000.0
Mississippi River and tributaries: Channel improvements-----	462,448.4			40,000.0
Missouri River, Department of Interior-----	750,000.0	779,734.4	29,739.4	³ 60,000.0

¹ Authorizations recommended to be combined for administrative ease of handling.² Provides authorization for completion of this project.³ Additional amount included for projects in pending authorizations.

TITLE III—EVALUATION OF RECREATIONAL BENEFITS

The purpose of this title is to extend the policy of the Federal participation in the development of Federal water resources projects to recreational purposes to the extent that such development is compatible with the major purposes of the project. This title expresses the policy that as an integral part of Federal water resources projects to be undertaken by either the Secretary of the Army, acting through the Chief of Engineers, or the Secretary of the Interior, acting through the Bureau of Reclamation, there shall be included an evaluation of recreational benefits, and planning of any such projects shall be carried forward in order to achieve maximum net public recreational benefits. The planning would be coordinated with other Federal, State, or local agency developments.

The committee believes that title III prescribes a reasonable approach to the recognition of the recreational values which will accrue to the many water resources projects to be built by the Corps of Engineers and the Bureau of Reclamation.

At the time when many water resources development projects were constructed it was not anticipated that there would be the very extensive use and enjoyment by the public of the water areas in these projects. However, testimony revealed that attendance during the year 1959 at Corps of Engineer reservoir projects totaled more than 106 million visitor-days compared with 5 million in 1946. During 1955 a total of almost 10 million persons visited reclamation reservoir areas. This total increased to almost 23 million in 1959. These very imposing figures reflect only a portion of the real values which accrue to water resources development projects in the form of recreational and fish and wildlife values. Many water impoundment areas provide nesting and resting areas for migratory waterfowl as well as in many cases improving the natural habitat of both big and small game.

Therefore, the committee considers title III will provide a framework under which the Corps of Engineers and the Bureau of Reclamation may proceed to develop the best overall use of water resources and recognize recreational values which accrue to such projects.

The committee is convinced that full consideration should be given to recreational development at Federal water resources projects, and accordingly is convinced that a complete evaluation of recreational benefits should be made. Testimony received indicated that the visitor-day value of recreation would average about \$1.60, however, the committee felt that leeway should be allowed the President in prescribing regulations under which such evaluations shall be made, therefore this title prescribes a monetary value of not less than 50 cents per visitor-day for use of projects for recreation purposes. The benefits creditable to any project would in no event exceed the cost of providing comparable water-associated recreation by the least costly alternative means.

In connection with the allocation of costs and financing of the recreational aspects of projects the committee realizes that in many cases the amount properly assignable to recreation could probably exceed 10 percent and have included language that would permit the appropriate agencies to include, in reports submitted to Congress, recommendations that a greater amount than 10 percent be assigned to this purpose. The allocation to recreation would be nonreimbursable and nonreturnable, and the project costs not so assigned would be allocated to other purposes as provided by law.

The committee is of the opinion that minimum basic facilities consisting of water supplies, sanitary facilities, boat anchorages and launching sites, access roads and parking areas, public camp and picnic sites, overlook stations, clearing of public use water areas to a reasonable extent, and essential safety measures, should be provided by the construction agency. In addition, they should cooperate with interested State and local governmental agencies in planning such projects and to permit the construction, maintenance, and operation of public park, and recreational facilities on project lands to attain the most complete recreational development.

The committee is fully cognizant of the provisions of the "Fish and Wildlife Coordination Act" and language is included in this title which makes it clear that there is no intention to interfere in any way with operations carried on in accordance with the Fish and Wildlife Coordination Act, nor should provisions in this title be construed to supersede that act or any of its provisions. In addition, this title amends the "Reclamation Project Act of 1939" to permit allocations to recreational purposes.

The committee realizes that there are certain areas within our national forests which are administered by the Department of Agriculture and has included language which makes it clear that with respect to development of project facilities on national forest lands, concurrence of the Secretary of Agriculture shall be obtained. Furthermore, it is made clear that nothing in this title shall be construed to affect in any way the authority of the Secretary of Agriculture with respect to project areas which are under his jurisdiction.

TITLE IV—ACQUISITION OF REQUIRED LAND

The committee has been concerned with the problems involved in connection with the acquisition by the Federal Government of land and/or mineral rights in the areas to be inundated by Federal water resource development projects. The committee held extensive hearings on these matters, receiving testimony from representatives of the Corps of Engineers, landowners, tenants, owners of mineral rights, and lessors, lessees, and operators of mineral properties.

The fifth amendment to the Constitution of the United States provides that property will not be taken for public use without payment of just compensation. This constitutional guarantee has not been implemented by general legislation and its interpretation has therefore remained a judicial function. The courts have generally held that just compensation requires the payment of the market value of the property acquired, based on a willing buyer-willing seller concept. The committee was advised that it is the policy of the Department of the Army and the Chief of Engineers in acquiring real property to follow guidelines established by the courts, and acquire such property by direct purchase, if possible, by an offer to pay the appraised market value. Where an agreement as to price cannot be reached, condemnation proceedings are instituted by the Attorney General and just compensation determined by the court.

The committee is of the opinion that losses are currently being suffered by landowners whose land is acquired for these projects which are not compensable under existing law. Appraisals based upon transactions between willing sellers and willing buyers do not permit the Corps of Engineers to make adequate and just payment for property taken in such a way as to meet the requirements of the constitutional provisions.

On the basis of this information presented, the committee is of the opinion that the land acquisition policies of the Federal Government can be improved by giving consideration to the following factors:

The Corps of Engineers to:

1. Give adequate public notice or hold public hearing to explain the policy on land acquisition, advise landowners as to the approximate date property will be needed, and provide an opportunity for property owners to present their views.
2. Make an accurate determination of the property to be acquired, with only that necessary for project purposes taken and advise the landowners of the location of the taking line, the area to be acquired in fee and that over which flowage easement will be acquired, and any subordinations placed on the land.
3. Review the basis of appraisals, use of qualified appraisers familiar with the area involved, making a true evaluation of the property and an effort to provide adequate compensation, with possible review by neutral appraisers. Consideration of consequential losses should be made.
4. Advance notification to property owner as to when appraisers will consider his property, an inspection of the property on the ground with the owner or operator on the various features, and the nature of his operations.
5. Agreement on occupancy of property during construction and prior to actual time property will be required, leasing back

to owner during this period, and advance notice of approximate time property will be flooded.

6. Disseminate information on removal of improvements, including removal of personal property, salvage value of improvements, and in general keep the property owners abreast of developments, including the flooding of lands and closing of roads, so that those being dispossessed can plan their operations to their advantage as well as that of the Federal Government.

7. Conduct negotiations with property owners, with greater leeway provided, especially with regard to severance and personal injury. Consider value of farms and ranches as units on an individual basis. Acquisition on a negotiated basis will save the Government court costs, and the property owner legal fees. Where negotiations fail, provide early notification of condemnation action.

8. Proper evaluation of minerals and mineral rights, with consideration of separation of surface and mineral rights, and royalty and working interests.

9. Consideration of value of existing leases, and property of leasees, including those on Government and Indian land.

10. Consideration of cost of replacement of like facilities, reimbursements for cost of relocation of such facilities, and provision of access to facilities or severed areas.

11. Prevent delays in trial of condemnation suits, but make it easy for owner to obtain funds from the Federal deposit where negotiations fail. Relax on rental of property until payment is received, where owner has signed option to sell, which leads to loss of right to file claim for moving expenses.

12. Consideration of legislation to relieve an unwilling seller of property to the Federal Government from capital gains taxes from an undesired transaction.

The committee does not believe it possible under present laws and interpretations to eliminate the injustices that exist, and feels that in order to make a determination as to whether present compensation in all Federal acquisitions of real property is adequate and if not, what legislation is necessary to more fully compensate those persons displaced by public improvement projects, a full review of the problem is warranted. The committee, therefore, recommends establishment of a Commission to carefully examine this problem, and make recommendations to the President and the Congress as to the necessary legislative enactments and administrative actions to fulfill the policy that all owners and tenants whose property is acquired for public works projects shall be paid a fair and equitable amount for the property acquired and reimbursed for their actual losses.

The committee realizes that it will take some time for the Commission to complete its study and make its report. Thus, no solution is provided to the immediate problem. The committee has included in the proposed amendment interim provisions for reimbursement of losses until the committee makes its report and any legislative proposals have been enacted. In addition, representatives of the Corps of Engineers have advised the committee that they will review outstanding appraisals of property not acquired at the present time with a view to extending full consideration under applicable law.

The committee is aware that a cutoff date on certain policies on land acquisition will result from enactment of this legislation. Some

landowners whose property has already been acquired might not fare as well as owners of land acquired under a new policy. The same discrepancy would result if the new policy applied only to projects authorized in future acts; it does not justify continuing the denial of just compensation for losses on property not yet taken.

The committee believes the establishment of a Commission to study this problem and report with recommendations will go far in eliminating present inconsistencies and inequities in arriving at proper values and damages for land taken for public works projects. Under the language of the amendment, the committee will complete its studies and report by December 31, 1962; the provisions for interim settlements will expire June 30, 1963, thus giving the Congress 6 months in which to act upon the Commission's recommendations.

From time to time there have been called to the attention of the committee situations wherein former owners of land and interests in land indicate that they were not paid for special values attached to the land. Some of these, for example oil and gas deposits, may not have been known to exist at the time of the Government's acquisition; or their possible exploitation was deemed so remote by the Government acquiring agency as not to warrant any particular allowance in the determination of market value. In some instances circumstances have been such as to permit revestment of mineral interests, including oil and gas rights, whether under existing statutes or in specific legislation. In other cases the Government's alleged failure to take into consideration the extinguishment of mineral rights has resulted in the introduction of relief legislation. Presumably among the aspects to be reviewed by the Commission to study the problem of compensation in land acquisition cases under title IV of the act, would be the desirability of giving an owner, in addition to monetary payments, residual privileges such as an option for the repurchase of all or part of the property, including mineral interests, when the property is no longer required for governmental purposes. A detailed study of the particular problem, with the Commission's resultant conclusions, should, it is believed, reduce, if not completely eliminate, recurring requests for individual enactments for reconveyance to former owners in isolated cases.

SECTION-BY-SECTION ANALYSIS

TITLE IV. ACQUISITION OF REQUIRED LAND

Section 401.—Declares the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States shall be paid a fair and equitable amount for the property acquired and reimbursed for their actual losses.

Section 402.—This section provides that within 6 months after Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Chief of Engineers shall make a reasonable effort to advise owners and occupants in the project area as to the probable time of acquisition of the rights-of-way, and other pertinent information. Within a reasonable time after initial appropriations are made for land acquisition or construction, the Chief of Engineers is required to hold public meetings at convenient locations to advise the affected owners and tenants of the proposed plans for land acquisition; and to issue rules and regulations for dissemination of pertinent information relative to

appraisals, legal procedures, payments, occupancy, removal of improvements, use of land, and deposits made as advances to those affected.

Section 403.—This section provides for the establishment of The Commission To Study the Adequacy of Compensation in Federal Real Property Acquisitions, to determine the most effective manner of carrying out the congressional policy set forth in section 401.

Section 404.—This section makes interim provision for reimbursement of losses sustained by persons, firms, and corporations from whom an interest in real property is acquired for a water resource development project between the effective date of this act and June 30, 1963. It provides that such entity shall receive, in addition but not in duplication of any authorized payments, further payments to compensate for consequential losses and damages as determined by the Chief of Engineers, in an amount not to exceed \$25,000 up to a maximum of 20 percent of the appraised value of the interest in the real estate taken. Regulations issued by the Chief of Engineers shall provide that payments authorized by this section shall be offset by any enhancement that the project causes in the market value of remaining property interests held by the entity. The time from the date the Commission completes its report and June 30, 1963, is to permit time for necessary legislative action on any recommendations.

Section 405.—Details the membership and organization of the Commission, filling of vacancies, quorum, and service.

Section 406.—Outlines the duties of the Commission to study and investigate present methods and procedures by which real property is acquired by public agencies, and report on the scope of losses, expenses, and damages incurred by individuals, families, business concerns, and local communities as the result of land acquisition for public works projects, indicating the extent of losses, expenses, and damages, if any, not compensable under the judicial interpretations of the constitutional guarantee of just compensation.

Section 407.—Provides that the Commission shall report to the President and to Congress not later than December 31, 1962, the results of its studies, including recommendations for necessary legislation and administrative actions to fulfill the policy set forth.

Section 408.—This section outlines the powers of the Commission to hold hearings, administer oaths, require by subpoena or otherwise, the attendance and testimony of such witnesses, and production of such books, records, or documents, deemed advisable, and authorizes the Commission to obtain from any department or agency of the executive branch of the Government any information deemed necessary to carry out its functions, other than information relative to pending or prospective acquisitions.

Section 409.—Authorizes the necessary appropriations to the Commission to carry out the provisions of this title, prescribes the rate of compensation, and reimbursements for members of the Commission, and authorizes the appointment of a Director and staff by the Commission.

Section 410.—Provides that the Commission shall cease to exist 6 months after transmittal of its final report to the President and the Congress.

Section 411.—Provides that this title may be cited as the Land Acquisition Policy Act of 1960.

CHANGES IN EXISTING LAW

In compliance with subsection (4) of rule XXIX of the Standing Rules of the Senate, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

PUBLIC LAW 520, 71ST CONGRESS

(Approved July 3, 1930)

Last paragraph section 2:

[The Chief of Engineers of the United States Army, under the direction of the Secretary of War, is authorized and directed to cause investigations and studies to be made in cooperation with the appropriate agencies of various States on the Atlantic, Pacific, and Gulf coasts and on the Great Lakes, and the Territories, with a view to devising effective means of preventing erosion of the shores of coastal and lake waters by waves and currents; and any expenses incident and necessary thereto may be paid from funds appropriated for examinations, Surveys and Contingencies for Rivers and Harbors: *Provided*, That the War Department may release to the appropriate State agencies information obtained by these investigations and studies prior to the formal transmission of reports to Congress: *Provided further*, That no money shall be expended under authority of this section in any State which does not provide for cooperation with the agents of the United States and contribute to the project such funds and/or services as the Secretary of War may deem appropriate and require; that there shall be organized under the Chief of Engineers, United States Army, by detail from time to time from the Corps of Engineers and from the engineers of State agencies charged with beach erosion and shore protection, a board of seven members, of whom four shall be officers of the Corps of Engineers and three shall be selected with regard to their special fitness by the Chief of Engineers from among the State agencies cooperating with the War Department. The board will furnish such technical assistance as may be directed by the Chief of Engineers in the conduct of such studies as may be undertaken and will review the reports of the investigations made. In the consideration of such studies as may be referred to the board by the Chief of Engineers, the board shall, when it considers it necessary and with the sanction of the Chief of Engineers, make, as a board or through its members, personal examinations of localities under investigation: *Provided further*, That the salary of the civilian members shall be paid by their respective States, but the traveling and other necessary expenses connected with their duties on the board shall be paid in accordance with the law and regulations governing the payment of such expenses to civilian employees of the Engineer Department.**]**

The Chief of Engineers of the United States Army, under the direction of the Secretary of the Army, is authorized and directed to cause investigations and studies to be made in cooperation with the appropriate agencies of the various States on the Atlantic, Pacific, and Gulf coasts and on the Great Lakes, and of the States of Alaska and Hawaii, the

Commonwealth of Puerto Rico, and the possessions of the United States, with a view to devising effective means of preventing erosion of the shores of coastal and lake waters by waves and currents; and any expenses incident and necessary thereto may be paid from funds appropriated for General Investigations, Civil Functions, Department of the Army: Provided, That the Department of the Army may release to the appropriate cooperating agencies information obtained by these investigations and studies prior to the formal transmission of reports to Congress: Provided further, That no money shall be expended under authority of this section in any State which does not provide for cooperation with the agents of the United States and contribute to the project such funds or services as the Secretary of the Army may deem appropriate and require; that there shall be organized under the Chief of Engineers, United States Army, a Board of seven members, of whom four shall be officers of the Corps of Engineers and three shall be civilian engineers selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection, preferably from among the State agencies cooperating with the Department of the Army. The Board will furnish such technical assistance as may be directed by the Chief of Engineers in the conduct of such studies as may be undertaken and will review the reports of the investigations made. In the consideration of such studies as may be referred to the Board by the Chief of Engineers, the Board shall, when it considers it necessary and with the sanction of the Chief of Engineers, make, as a board or through its members personal examination of localities under investigation: Provided further, That the civilian members of the Board may be paid at rates not to exceed \$100 a day for each day of attendance at Board meetings, not to exceed thirty days per annum, in addition to the traveling and other necessary expenses connected with their duties on the Board in accordance with the provisions of section 5 of the Administrative Expenses Act of 1946, as amended (5 U.S.C. 73b-2).

APPENDIX

List of projects by States—H.R. 7634 as reported

<i>State and project</i>	<i>Estimated cost</i>
Arizona:	
(FC) Gila and Salt Rivers	\$3, 300, 000
Arkansas:	
(FC) McKinney Bayou	346, 400
(FC) Maniece Bayou	668, 400
(N) Ouachita and Black Rivers	43, 550, 000
(FC) Village Creek, White River, and Mayberry levee districts	1, 322, 000
(MP) White River Basin	50, 000, 000
(FC) Bank protection at Garland City	1, 750, 000
California:	
(FS) Atherton Creek	1, 768, 000
(N) Los Angeles-Long Beach Harbor	32, 000, 000
(FC) Los Angeles County flood control project	12, 000, 000
(MP) Merced River	3, 070, 000
(FC) Mojave River	10, 000, 000
(MP) Mokehumne River	3, 989, 000
(N) Monterey Harbor and Bay	370, 000
(N) Noyo Harbor	256, 000
(BE) Orange County	14, 240, 000
(FC) Sacramento River	1, 658, 000
(FS) Streams in Marin County	17, 980, 000
(FC) Tachevah Creek	
(FC) Walnut Creek	
(FS) Wildeat and San Pablo Creeks	
Connecticut:	
(FC) Farmington River	12, 052, 000
(FC) Naugatuck River	10, 230, 000
(HFP) Pawcatuck	409, 000
(HFP) Stamford	3, 030, 000
(FC) West Thompson Reservoir	4, 010, 000
Delaware:	
(N) Wilmington Harbor	351, 000
Florida:	
(N) Bakers Haulover Inlet	239, 000
(FC) Central and Southern Florida	23, 000, 000
(NS) Channel:	
Avalon to Escambia Bay	
Santa Rosa to gulf	
(N) Everglades Harbor	117, 200
(N) Gulf coast shrimp boat harbors	373, 000
(FC) Herbert Hoover dike, name	
(BE) Key West	231, 200
(N) Land transfer	
(N) Little Pass	104, 000
(N) Miami Harbor	3, 818, 000
(FC) Nicodemus Slough	318, 000
(N) Palm Beach	4, 980, 000
(FS) Phillipi Creek	
(FS) Pithlachascotte River et al	
(N) St. Marks River	1, 711, 000

List of projects by States—H.R. 7634 as reported—Continued

<i>State and project</i>	<i>Estimated cost</i>
Hawaii:	
(N) Kahului Harbor.....	\$944, 500
(NS) Kahaluu.....	-----
(FS) Lava barriers, island of Hawaii.....	-----
(NS) Maalaea Bay Area.....	-----
(HFP) Hilo Harbor seawall.....	7, 000, 000
Illinois:	
(N) Illinois Waterway, duplicate docks.....	114, 652, 000
Indiana:	
(N) Calumet Harbor.....	5, 240, 000
(N) Indiana Harbor.....	974, 000
Iowa:	
(FC) Coralville Reservoir bridge.....	1, 180, 000
(N) Decatur Bend Lake.....	155, 000
(N) Dubuque Harbor.....	38, 000
(FC) Upper Mississippi River Basin.....	12, 000, 000
Kansas:	
(MP) Wilson Dam and Reservoir.....	18, 081, 000
Kentucky:	
(MP) Barkley Dam and Reservoir.....	146, 000, 000
(MP) Laurel River.....	21, 900, 000
(GC) Little Sandy River.....	11, 900, 000
(FC) Lynn Camp Creek.....	645, 000
Louisiana:	
(N) Bayou Lafourche and Lafourche Jump.....	4, 664, 000
(N) Bayou Petit Anse, Tigre, and Carlin.....	106, 000
(N) Calcaisieu River and Pass.....	16, 992, 000
(FC) East Point Levee.....	273, 000
(N) Freshwater Bayou.....	7, 485, 000
(NS) Lake Ponchartrain.....	-----
Maine:	
(NS) Calf Island-Rogue Island Bluffs to Seawall Points.....	-----
(N) Eastport Harbor.....	595, 000
(FS) Ogunquit et al. coastal areas.....	-----
(N) Pepperell Cove.....	170, 000
(NS) Prospect Harbor.....	-----
(N) South Bristol Harbor.....	97, 000
(N) Southwest Harbor.....	240, 000
(N) Stonington Harbor.....	198, 000
(N) Wells Harbor.....	340, 000
(N) York Harbor.....	391, 000
Maryland:	
(FS) Patuxent River.....	-----
Massachusetts:	
(BE) Cape Cod Canal to Provincetown.....	178, 000
(FC) Chicopee River.....	5, 180, 000
(N) Cotuit Harbor.....	320, 000
(NS) Eel Pond at Menauhant.....	-----
(NS) Green Harbor at Marshfield.....	-----
(NS) Nauset Harbor.....	-----
(BE) Pemberton Point to Cape Cod Canal.....	139, 300
(NS) Pleasant Bay.....	-----
(BE) Wessagusset Beach, Weymouth.....	132, 000
(FC) Westfield River.....	3, 240, 000
Michigan:	
(NS) Bay de Noc.....	-----
(N) Manistee Harbor.....	1, 735, 000
(N) Marquette Harbor.....	236, 000
(N) Menominee Harbor.....	715, 000
(N) Presque Isle Harbor.....	215, 300
(N) Trenton Channel, Detroit River.....	8, 570, 000

List of projects by States—H.R. 7634 as reported—Continued

<i>State and project</i>		<i>Estimated cost</i>
Minnesota:		
(N)	Duluth-Superior Harbor, entrance channels-----	\$2, 364, 000
(N)	Duluth-Superior Harbor, interior channels-----	2, 513, 000
(FC)	Marshall-----	2, 252, 000
(N)	Red Wing Harbor-----	170, 400
(N)	Two Harbors-----	162, 000
Mississippi:		
(N)	Biloxi Harbor-----	326, 000
(N)	Natchez Harbor-----	350, 000
(N)	Pascagoula Harbor-----	Main
(N)	Mississippi River channel-----	50, 000, 000
(FC)	Pearl River-----	3, 609, 000
Missouri:		
(MP)	Missouri River Basin, all States in Basin:	
	Corps of Engineers-----	207, 000, 000
	Bureau of Reclamation-----	60, 000, 000
Nebraska:		
(FC)	Gering and Mitchell Valleys, modification-----	
Nevada:		
(FC)	Gleason Creek-----	450, 000
(FC)	Las Vegas Wash-----	13, 410, 000
New Hampshire:		
(N)	Rye Harbor-----	238, 000
New Jersey:		
(BE)	Atlantic coast: Barnegat Inlet to Cape May Canal--	1, 714, 000
New Mexico:		
(MP)	Rio Grande-----	58, 300, 000
New York:		
(BE)	} Atlantic coast: Fire Island Inlet to Montauk Point--	19, 400, 000
(HFP)		
(N)	Buffalo Harbor-----	2, 352, 000
(FC)	Ithaca: Cayuga Inlet-----	3, 950, 000
(FC)	Lackawanna: Smokes Creek-----	1, 974, 000
(N)	Mamaroneck Harbor-----	105, 000
(N)	Moriches and Shinecock Inlets-----	6, 858, 000
(N)	Rochester Harbor-----	2, 445, 000
(NS)	Rye Harbor, Playland Marina-----	
North Carolina:		
(N)	Ocracoke Inlet-----	4, 623, 000
North Dakota:		
(FC)	Bismarek and Mandan-----	574, 052
Ohio:		
(N)	Ashtabula Harbor-----	4, 077, 000
(N)	Cleveland Harbor-----	2, 486, 000
(N)	Fairport Harbor-----	2, 768, 000
(N)	Lorain Harbor-----	19, 323, 000
(N)	Sanducky Harbor-----	5, 800, 000
(N)	Toledo Harbor-----	14, 684, 000
(MP)	West Branch Mahoning River, modification-----	
Oklahoma:		
(MP)	Arkansas River Basin-----	179, 000, 000
(MP)	Norman project-----	19, 042, 000
Oregon:		
(MP)	Columbia River Basin-----	148, 000, 000
(MP)	Foster Reservoir, South Santiam River-----	17, 340, 000
Pennsylvania:		
(FC)	Butler-Connoquessing Creek-----	1, 558, 700
(N)	Erie Harbor-----	1, 729, 000
(FC)	Latrobe-Loyalhanna Creek-----	2, 568, 300
(BE)	Presque Isle Peninsula-----	Maintenance

List of projects by States—H.R. 7634 as reported—Continued

<i>State and project</i>		<i>Estimated cost</i>
Rhode Island:		
(N)	Apponaug Cove.....	\$180, 000
(N)	Little Narragansett Bay and Watch Hill Cove.....	98, 000
(BE)	South Kingston and Westerly.....	140, 300
(FC)	Woonsocket.....	2, 970, 000
South Carolina:		
(NS)	Beresford Creek.....	-----
(N)	Shem Creek.....	Maintenance
South Dakota:		
(FC)	Cheyenne River.....	272, 000
(MP)	Fort Randall Reservoir bridge.....	6, 375, 000
(FC)	Sioux Falls.....	560, 000
(FC)	Vermillion River.....	6, 010, 000
Texas:		
(FC)	Big Fossil Creek.....	1, 861, 400
(FC)	Blieders Creek.....	1, 060, 000
(MP)	Brazos River Basin.....	21, 000, 000
(FC)	Fort Worth Floodway.....	2, 241, 000
(N)	Texas City Channel.....	1, 605, 000
(N)	Brazos Island Harbor.....	4, 381, 000
Utah:		
(MP)	Little Dell Reservoir, Jordan River.....	6, 060, 000
Virginia:		
(FC)	North Fork Reservoir.....	3, 681, 000
(NS)	Sturgeon Creek.....	-----
Washington:		
(N)	Everett Harbor, Snohomish River.....	3, 011, 000
(NS)	Point Roberts.....	-----
(NS)	Ship Canal, Tacoma to Seattle.....	-----
Wisconsin:		
(N)	Ashland Harbor.....	1, 495, 000
(N)	Kewaunee Harbor.....	81, 900
(N)	Milwaukee Harbor.....	38, 000
(NS)	Washburn Harbor.....	-----
West Virginia:		
(N)	Road to Hildebrand lock and dam.....	-----
Total amount of bill.....		5, 582, 798, 352

Code:
 (N) Navigation.
 (FC) Flood control.
 (BE) Beach erosion control.
 (MP) Multiple purpose.

Code:
 (NS) Navigation survey.
 (FS) Flood-control surveys.
 (HFP) Hurricane-flood protection.

Summary of bill

Title I. Rivers and harbors:

Sec. 101:	
Navigation projects (63)-----	\$317, 201, 300
Beach erosion control projects (9)-----	22, 190, 800
Monetary authorization (Barkley Dam) (1)-----	146, 000, 000
Sec. 105:	
Decatur Bend Lake (1)-----	155, 000
Title I, total (74)-----	485, 547, 100

Title II. Flood control:

Sec. 203:	
New projects or project modifications (44)-----	259, 969, 252
Increased basin authorizations (10)-----	736, 240, 000
Sec. 204: Merced River, Calif. (1)-----	12, 000, 000
Sec. 205: Mokelumne River, Calif. (1)-----	10, 000, 000
Sec. 208: Norman, Okla. (1)-----	19, 042, 000
Sec. 209: Missouri River Basin (1)-----	60, 000, 000
Title II, total (58)-----	1, 097, 251, 252
Grand total (132)-----	1, 582, 798, 352

GENERAL LEGISLATION

Beach erosion control amendments.

Small navigation projects, \$2 million annually.

Sale of excess land for port or industrial development.

Compilation and dissemination of information on floods and flood damages and hazards, \$1 million annually.

Use of existing public roads for access roads to projects and replacement of roads to be relocated.

Title III. Evaluation of recreational benefits at water-resource development projects.

Title IV. Acquisition of lands and establishment of a study commission.



86TH CONGRESS
2D SESSION

H. R. 7634

IN THE SENATE OF THE UNITED STATES

JUNE 17, 1960

Ordered to be printed with the amendments of the Senate numbered

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and author-
7 ized to be prosecuted under the direction of the Secretary of
8 the Army and supervision of the Chief of Engineers, in ac-
9 cordance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of sec-
 2 tion 1 of the River and Harbor Act approved March 2, 1945
 3 (Public Law Numbered 14, Seventy-ninth Congress, first
 4 session), shall govern with respect to projects authorized in
 5 this title; and the procedures therein set forth with respect to
 6 plans, proposals, or reports for works of improvement for
 7 navigation or flood control and for irrigation and purposes
 8 incidental thereto, shall apply as if herein set forth in full:

9 NAVIGATION

10 **(1)** *Eastport Harbor, Maine: Senate Document Numbered*
 11 *98, Eighty-sixth Congress, at an estimated cost of \$595,000;*

12 *Southwest Harbor, Maine, House Document Numbered*
 13 *408, Eighty-fifth Congress, at an estimated cost of \$240,-*
 14 *000;*

15 *Stonington Harbor, Maine: House Document Numbered*
 16 *36, Eighty-sixth Congress, at an estimated cost of \$198,000;*

17 *South Bristol Harbor, Maine: Senate Document Num-*
 18 *bered 30, Eighty-sixth Congress, at an estimated cost of*
 19 *\$97,000;*

20 *Wells Harbor, Maine: House Document Numbered 202,*
 21 *Eighty-sixth Congress, at an estimated cost of \$340,000;*

22 **(2)** *York Harbor, Maine: House Document Numbered 395,*
 23 *Eighty-sixth Congress, at an estimated cost of \$391,000;*

24 **(3)** *Pepperell Cove, Maine: House Document Numbered 284,*
 25 *Eighty-sixth Congress, at an estimated cost of \$170,000;*

1 **(4)***Rye Harbor, New Hampshire: Report of the Chief of*
2 *Engineers, dated June 1, 1960, at an estimated cost of*
3 *\$238,000;*

4 Cotuit Harbor, Massachusetts: House Document Num-
5 bered 142, Eighty-sixth Congress, at an estimated cost of
6 \$320,000;

7 Apponaug Cove, Rhode Island: House Document Num-
8 bered 143, Eighty-sixth Congress, at an estimated cost of
9 \$180,000;

10 **(5)***Little Narragansett Bay and Watch Hill Cove, Rhode*
11 *Island and Connecticut: House Document Numbered 396,*
12 *Eighty-sixth Congress, at an estimated cost of \$98,000;*

13 Moriches and Shinecock Inlets, New York: House Doc-
14 ument Numbered 126, Eighty-sixth Congress, at an esti-
15 mated cost of \$6,858,000;

16 **(6)***Mamaroneck Harbor (East Basin), New York: House*
17 *Document Numbered 209, Eighty-sixth Congress, at an esti-*
18 *mated cost of \$105,000;*

19 **(7)***Wilmington Harbor, Delaware: Senate Document Num-*
20 *bered 88, Eighty-sixth Congress, at an estimated cost of*
21 *\$351,000;*

22 **(8)***Ocracoke Inlet, North Carolina: House Document Num-*
23 *bered 408, Eighty-sixth Congress, at an estimated cost of*
24 *\$4,623,000;*

25 Shem Creek, Charleston Harbor, South Carolina: House

1 Document Numbered 35, Eighty-sixth Congress, mainte-
 2 nance;

3 **(9)** *Pascagoula Harbor, Mississippi: House Document*
 4 *Numbered 98, Eighty-sixth Congress, maintenance;*

5 Everglades Harbor, Florida: House Document Num-
 6 bered 147, Eighty-sixth Congress, at an estimated cost of
 7 \$117,200;

8 Gulf Coast Shrimp Boat Harbors, Florida: House Docu-
 9 ment Numbered 183, Eighty-sixth Congress, at an estimated
 10 cost of \$373,000;

11 Bakers Haulover Inlet, Florida: House Document Num-
 12 bered 189, Eighty-sixth Congress, at an estimated cost of
 13 \$239,000;

14 **(10)** *Palm Beach Harbor, Lake Worth Inlet, Florida: House*
 15 *Document Numbered 283, Eighty-sixth Congress, at an esti-*
 16 *mated cost of \$4,980,000;*

17 Miami Harbor, Florida: Senate Document Numbered
 18 71, Eighty-fifth Congress, at an estimated cost of \$3,818,-
 19 000;

20 **(11)** *Little Pass, Clearwater Bay, Florida: House Docu-*
 21 *ment Numbered 293, Eighty-sixth Congress, at an estimated*
 22 *cost of \$104,000;*

23 **(12)** *St. Marks River, Florida: House Document Numbered*
 24 *224, Eighty-sixth Congress, at an estimated cost of \$1,711,-*
 25 *000;*

1 (13) *Black Warrior, Warrior, and Tombigbee Rivers, Ala-*
 2 *bama, at Jackson lock and dam: House Document Num-*
 3 *bered 50, Eighty-sixth Congress, at an estimated cost of*
 4 *\$120,000;*

5 (14) *Pascagoula Harbor, Mississippi: House Document Num-*
 6 *bered 98, Eighty-sixth Congress, maintenance;*

7 (15) *Pascagoula Harbor, Mississippi: Modification of the*
 8 *project authorized by the River and Harbor Act of 1954*
 9 *(Public Law 790, Eighty-third Congress), House Docu-*
 10 *ment Numbered 98, Eighty-sixth Congress, to provide for a*
 11 *channel thirty-eight feet deep and three hundred and twenty-*
 12 *five feet wide through Horn Island Pass, thence thirty-five*
 13 *feet deep and two hundred and seventy-five feet wide through*
 14 *Mississippi Sound and up the Pascagoula River to the vicin-*
 15 *ity of the Ingalls Shipbuilding Corporation, in accordance*
 16 *with plans to be prepared by the Chief of Engineers, at an*
 17 *estimated cost of \$850,000, subject to conditions of local*
 18 *cooperation as prescribed by the Chief of Engineers;*

19 (16) *Biloxi Harbor, Mississippi: House Document Num-*
 20 *bered 271, Eighty-sixth Congress, at an estimated cost of*
 21 *\$326,000;*

22 Bayou Lafourche and Lafourche-Jump Waterway,
 23 Louisiana: House Document Numbered 112, Eighty-sixth
 24 Congress, at an estimated cost of \$4,664,000;

25 Bayous Petit Anse, Tigre, and Carlin, Louisiana: Sen-

1 ate Document Numbered 70, Eighty-fifth Congress, at an
2 estimated cost of \$106,000;

3 **(17)***Freshwater Bayou, Louisiana: Report of the Chief of*
4 *Engineers, dated June 1, 1960, at an estimated cost of*
5 *\$7,485,000;*

6 **(18)***Calcasieu River and Pass, Louisiana: Report of the*
7 *Chief of Engineers dated June 1, 1960, at an estimated cost*
8 *of \$16,992,000;*

9 **(19)**~~Gulf Intracoastal Waterway, channel to Port Mansfield,~~
10 ~~Texas: Senate Document Numbered 11, Eighty-sixth Con-~~
11 ~~gress, at an estimated cost of \$3,431,000;~~

12 **(20)***Texas City Channel, Texas: Report of the Chief of*
13 *Engineers, dated May 27, 1960, at an estimated cost of*
14 *\$1,605,000;*

15 **(21)***Brazos Island Harbor, Texas: Report of the Chief of*
16 *Engineers, dated June 1, 1960, at an estimated cost of*
17 *\$4,381,000;*

18 **(22)***Ouachita and Black Rivers, Arkansas and Louisiana:*
19 *Report of the Chief of Engineers, dated June 1, 1960, in*
20 *lieu of the navigation project authorized by the River and*
21 *Harbor Act of 1950, Public Law 516, Eighty-first Congress,*
22 *Senate Document Numbered 117, Eighty-first Congress, at*
23 *an estimated cost of \$43,550,000;*

24 In addition to previous authorizations, there is hereby au-
25 thorized the completion of the Barkley Dam project in Ken-

1 tucky, authorized by the River and Harbor Act of 1954,
2 at an estimated additional cost of \$146,000,000(23): *Pro-*
3 *vided, That the Chief of Engineers is hereby authorized to*
4 *relocate the Illinois Central Railroad, as required by the*
5 *construction of said project, in such manner as to eliminate*
6 *and prevent interference with and disturbance of municipal*
7 *and private facilities in Lyon County, Kentucky, not other-*
8 *wise affected by the construction of the project, substantially*
9 *in accordance with alinement "D" shown on the plans on*
10 *file in the Office of the Chief of Engineers;*

11 (24)*Illinois Waterway, Illinois and Indiana: House Docu-*
12 *ment Numbered 31, Eighty-sixth Congress, at an estimated*
13 *cost of \$114,652,000;*

14 Mississippi River between Missouri River and Min-
15 neapolis, Minnesota at Dubuque, Iowa: House Document
16 Numbered 56, Eighty-sixth Congress, at an estimated cost
17 of \$38,000;

18 Red Wing Harbor, Minnesota: House Document Num-
19 bered 32, Eighty-sixth Congress, at an estimated cost of
20 \$170,400;

21 Menominee Harbor and River, Michigan and Wisconsin:
22 House Document Numbered 113, Eighty-sixth Congress, at
23 an estimated cost of \$715,000;

24 (25)*Milwaukee Harbor, Wisconsin: House Document Num-*

bered 285, *Eighty-sixth Congress*, at an estimated cost of
\$38,000;

Kewaunee Harbor, Wisconsin: Senate Document Num-
bered 19, *Eighty-sixth Congress*, at an estimated cost of
\$81,900;

Two Harbors, Minnesota: House Document Numbered
146, *Eighty-sixth Congress*, at an estimated cost of
\$162,000;

Duluth-Superior Harbor, Minnesota and Wisconsin:
House Document Numbered 150, *Eighty-sixth Congress*, at
an estimated cost of \$2,364,000;

Duluth-Superior Harbor, Minnesota and Wisconsin:
House Document Numbered 196, *Eighty-sixth Congress*,
at an estimated cost of \$2,513,000;

Ashland Harbor, Wisconsin: House Document Num-
bered 165, *Eighty-sixth Congress*, at an estimated cost of
\$1,495,000;

Presque Isle Harbor, Michigan: House Document
Numbered 145, *Eighty-sixth Congress*, at an estimated
cost of \$215,300;

Marquette Harbor, Michigan: House Document Num-
bered 154, *Eighty-sixth Congress*, at an estimated cost of
\$236,000;

1 (26) *Manistee Harbor, Michigan: House Document Numbered*
 2 *358, Eighty-sixth Congress, at an estimated cost of \$1,735,-*
 3 *000;*

4 (27) *Detroit River, Trenton Channel, Michigan: House Docu-*
 5 *ment Numbered 319, Eighty-sixth Congress, at an estimated*
 6 *cost of \$8,570,000;*

7 Calumet Harbor, Illinois and Indiana: House Docu-
 8 ment Numbered 149, Eighty-sixth Congress, at an estimated
 9 cost of \$5,240,000;

10 Indiana Harbor, Indiana: House Document Numbered
 11 195, Eighty-sixth Congress, at an estimated cost of
 12 \$974,000;

13 Toledo Harbor, Ohio: House Document Numbered 153,
 14 Eighty-sixth Congress, at an estimated cost of \$14,684,000;

15 Sandusky Harbor, Ohio: House Document Numbered
 16 144, Eighty-sixth Congress, at an estimated cost of \$5,800,-
 17 000;

18 Cleveland Harbor, Ohio: House Document Numbered
 19 152, Eighty-sixth Congress, at an estimated cost of
 20 \$2,486,000;

21 Lorain Harbor, Ohio: House Document Numbered 166,
 22 Eighty-sixth Congress, at an estimated cost of \$19,323,000;

1 (28) *Fairport Harbor, Ohio: House Document Numbered*
2 *347, Eighty-sixth Congress, at an estimated cost of*
3 *\$2,768,000;*

4 *Ashtabula Harbor, Ohio: House Document Numbered*
5 *148, Eighty-sixth Congress, at an estimated cost of \$4,077,-*
6 *000;*

7 *Erie Harbor, Pennsylvania: House Document Num-*
8 *bered 199, Eighty-sixth Congress, at an estimated cost of*
9 *\$1,729,000;*

10 *Buffalo Harbor, New York: House Document Num-*
11 *bered 151, Eighty-sixth Congress, at an estimated cost of*
12 *\$2,352,000;*

13 (29) *Rochester Harbor, New York: House Document Num-*
14 *bered 409, Eighty-sixth Congress, at an estimated cost of*
15 *\$2,445,000;*

16 (30) *Los Angeles and Long Beach Harbors (West Basin),*
17 *California: House Document Numbered 401, Eighty-sixth*
18 *Congress, at an estimated cost of \$1,768,000;*

19 (31) *Monterey Harbor (Monterey Bay), California: House*
20 *Document Numbered 219, Eighty-sixth Congress, at an esti-*
21 *mated cost of \$3,989,000;*

22 (32) *Noyo River and Harbor, California: House Document*
23 *Numbered 289, Eighty-sixth Congress, at an estimated cost*
24 *of \$370,000;*

1 (33) *Snohomish River (Everett Harbor), Washington:*
 2 *House Document Numbered 348, Eighty-sixth Congress, at*
 3 *an estimated cost of \$3,011,000;*

4 *Kahului Harbor, Island of Maui, Hawaii: House Docu-*
 5 *ment Numbered 109, Eighty-sixth Congress, at an estimated*
 6 *cost of \$944,500;*

7 (34) *Hilo Harbor, Hawaii: Emergency construction of a sea-*
 8 *wall to protect against tidal waves and excessive high tides,*
 9 *in accordance with plans on file in the office of the Chief of*
 10 *Engineers, at an estimated cost of \$7,000,000.*

11 BEACH EROSION CONTROL

12 (35) *Wessagussett Beach, Weymouth, Massachusetts: House*
 13 *Document Numbered 334, Eighty-sixth Congress, at an esti-*
 14 *mated cost of \$132,000;*

15 (36) *Pemberton Point to Cape Cod Canal, Massachusetts:*
 16 *House Document Numbered 272, Eighty-sixth Congress, at*
 17 *an estimated cost of \$139,300;*

18 (37) *Cape Cod Canal to Provincetown, Massachusetts:*
 19 *House Document Numbered 404, Eighty-sixth Congress, at an*
 20 *estimated cost of \$178,000;*

21 *South Kingstown and Westerly, Rhode Island: House*
 22 *Document Numbered 30, Eighty-sixth Congress, at an esti-*
 23 *mated cost of \$140,300;*

24 (38) *Atlantic Coast of Long Island, Fire Island Inlet to*

1 *Montauk Point, New York: Report of the Chief of Engi-*
 2 *neers, dated May 27, 1960, at an estimated cost of \$19,-*
 3 *400,000;*

4 (39)*New Jersey Coast from Barnegat Inlet to Cape May*
 5 *Canal, New Jersey: House Document Numbered 208,*
 6 *Eighty-sixth Congress, at an estimated cost of \$1,714,000;*

7 Key West, Florida: House Document Numbered 413,
 8 Eighty-fifth Congress, at an estimated cost of \$231,200.

9 (40)*Presque Isle Peninsula, Erie, Pennsylvania: House*
 10 *Document Numbered 397, Eighty-sixth Congress, periodic*
 11 *nourishment;*

12 (41)*Orange County, Newport Bay to San Mateo Creek,*
 13 *California: House Document Numbered 398, Eighty-sixth*
 14 *Congress, at an estimated cost of \$256,000.*

15 SEC. 102. That the Secretary of the Army is hereby
 16 authorized to reimburse local interests for such work done
 17 by them, on the beach erosion projects authorized in section
 18 101, subsequent to the initiation of the cooperative studies
 19 which form the basis for the projects: *Provided*, That the
 20 work which may have been done on these projects is ap-
 21 proved by the Chief of Engineers as being in accordance with
 22 the projects hereby adopted: *Provided further*, That such
 23 reimbursement shall be subject to appropriations applicable
 24 thereto or funds available therefor and shall not take preced-

1 ence over other pending projects of higher priority for
2 improvements.

3 (42)SEC. 103. *That the last paragraph of section 2 of the*
4 *River and Harbor Act of July 3, 1930 (46 Stat. 933 at*
5 *945) pertaining to cooperative shore erosion studies and to*
6 *the Beach Erosion Board, is hereby amended to read as*
7 *follows:*

8 *“The Chief of Engineers of the United States Army,*
9 *under the direction of the Secretary of the Army, is author-*
10 *ized and directed to cause investigations and studies to be*
11 *made in cooperation with the appropriate agencies of*
12 *the various States on the Atlantic, Pacific, and gulf coasts*
13 *and on the Great Lakes, and of the States of Alaska and*
14 *Hawaii, the Commonwealth of Puerto Rico, and the posses-*
15 *sions of the United States, with a view to devising effective*
16 *means of preventing erosion of the shores of coastal and lake*
17 *waters by waves and currents; and any expenses incident and*
18 *necessary thereto may be paid from funds appropriated for*
19 *General Investigations, Civil Functions, Department of the*
20 *Army: Provided, That the Department of the Army may*
21 *release to the appropriate cooperating agencies information*
22 *obtained by these investigations and studies prior to the*
23 *formal transmission of reports to Congress: Provided further,*
24 *That no money shall be expended under authority of this sec-*

1 tion in any State which does not provide for cooperation with
2 the agents of the United States and contribute to the project
3 such funds or services as the Secretary of the Army may
4 deem appropriate and require; that there shall be organized
5 under the Chief of Engineers, United States Army, a Board
6 of seven members, of whom four shall be officers of the Corps
7 of Engineers and three shall be civilian engineers selected by
8 the Chief of Engineers with regard to their special fitness in
9 the field of beach erosion and shore protection, preferably
10 from among the State agencies cooperating with the Depart-
11 ment of the Army. The Board will furnish such technical
12 assistance as may be directed by the Chief of Engineers in the
13 conduct of such studies as may be undertaken and will review
14 the reports of the investigations made. In the consideration
15 of such studies as may be referred to the Board by the Chief
16 of Engineers, the Board shall, when it considers it necessary
17 and with the sanction of the Chief of Engineers, make, as a
18 board or through its members personal examination of local-
19 ities under investigation: Provided further, That the civilian
20 members of the Board may be paid at rates not to exceed
21 \$100 a day for each day of attendance at Board meetings,
22 not to exceed thirty days per annum, in addition to the travel-
23 ing and other necessary expenses connected with their duties
24 on the Board in accordance with the provisions of section 5 of

1 *the Administrative Expenses Act of 1946, as amended (5*
2 *U.S.C. 73b-2)."*

3 **(43)**SEC. 104. (a) *That the Secretary of the Army is au-*
4 *thorized and directed to donate and convey by quitclaim*
5 *deed to the Ship Canal Authority of the State of Florida all*
6 *of the right, title, and interest of the United States of America*
7 *in and to—*

8 (1) *lands in Putnam County, Florida, acquired by*
9 *the United States of America by condemnation proceed-*
10 *ings in the United States District Court for the South-*
11 *ern District of Florida, Jacksonville Division, as case*
12 *numbered 356 U.S.J. Civil; and (2) lands in Marion*
13 *County, Florida, acquired by the United States of*
14 *America by condemnation proceedings instituted in the*
15 *United States District Court for the Southern District*
16 *of Florida, Ocala Division, as cases numbered 9, 10,*
17 *11, 12, 13, 14, 15, 16, and 22, U.S. Ocala Civil.*

18 (b) *It is intended hereby to authorize and direct the*
19 *conveyance of all lands heretofore acquired by the United*
20 *States with funds provided by the said authority for rights-*
21 *of-way for a proposed ship canal across Florida.*

22 (c) *The conveyance authorized by this section shall be*
23 *made without monetary consideration therefor but upon the*
24 *conditions that the Ship Canal Authority of the State of*

1 *Florida will, without cost to the United States: (1) when*
2 *called upon by the Chief of Engineers, United States Army,*
3 *to do so, reconvey to the United States, free of any encum-*
4 *brances placed thereon during ownership by said authority,*
5 *those lands conveyed pursuant to this section that are re-*
6 *quired for the Cross Florida Barge Canal; (2) relocate any*
7 *roads, bridges, or utility lines constructed on or across such*
8 *lands after the conveyance under this section by the United*
9 *States, if the relocation thereof is required by the Chief of*
10 *Engineers; (3) maintain and preserve improvements pre-*
11 *viously constructed upon the land by the Federal Govern-*
12 *ment in a manner that will not increase the cost of the barge*
13 *canal project; (4) hold the United States safe and free from*
14 *any damages resulting from the aforementioned construction;*
15 *and (5) devote the proceeds from sales of any lands conveyed*
16 *to it under this section solely for the acquisition, for transfer*
17 *to the United States free of cost, of any other lands required*
18 *for the barge canal project.*

19 *(d) Nothing in this section shall be construed as a lim-*
20 *itation on the right of the Ship Canal Authority of the State*
21 *of Florida to sell any of the lands that, in the opinion of the*
22 *United States Army District Engineer at Jacksonville,*
23 *Florida, will not be required for the Cross-Florida Barge*
24 *Canal. Any surveys or descriptions required to permit the*
25 *disposal of any such lands shall be paid for by the Ship*

1 *Canal Authority of the State of Florida if desired by said*
 2 *authority prior to the appropriation of funds therefor by*
 3 *the Federal Government.*

4 (e) *Nothing in this section shall be construed as a waiver*
 5 *of the obligation of the Ship Canal Authority of the State*
 6 *of Florida to (1) furnish without cost to the United States,*
 7 *all lands, easements, and rights-of-way necessary for the con-*
 8 *struction of the Cross-Florida Barge Canal as authorized by*
 9 *the Act of July 23, 1942 (56 Stat. 703); (2) hold and save*
 10 *the United States free from any damages resulting from the*
 11 *construction of said barge canal; and (3) to take over, main-*
 12 *tain and operate all highways, bridges, and roadways built*
 13 *in connection with the said barge canal project.*

14 (44) SEC. 105. *That the project for improvement of the*
 15 *Missouri River between Sioux City, Iowa, and the mouth,*
 16 *authorized by the River and Harbor Act approved March*
 17 *2, 1945, is hereby modified to provide for a lake in the*
 18 *abandoned river channel of the Missouri River between river*
 19 *miles 710 and 715 for recreational purposes, by means of:*
 20 (a) *Construction of a levee extending along the left bank*
 21 *of the new channel to be constructed in the Middle Decatur*
 22 *Bend area of the Missouri River; and (b) construction of*
 23 *hydraulic-fill closures at both ends of the old channel, sub-*
 24 *stantially in accordance with plans to be prepared by the*

1 Chief of Engineers, at an estimated Federal cost of \$155,-
2 000: Provided, That responsible local interests furnish as-
3 surances satisfactory to the Secretary of the Army that they
4 will (a) hold and save the United States free from damages;
5 and (b) maintain and operate the project modification after
6 completion in accordance with regulations to be prescribed
7 by the Secretary of the Army.

8 (45)SEC. 106. The Corps of Engineers is authorized and
9 directed to accept as a project feature the cost of neces-
10 sary improvement of that section of West Virginia State
11 Secondary Route 40/5 approximately eighty-five one-hun-
12 dredths mile in length, from its junction with State Route 40
13 to its terminus near the Hildebrand lock and dam site on the
14 Monongahela River in order to provide access thereto. This
15 authority is provided with the understanding that this method
16 will provide necessary access to the project at the least expendi-
17 ture of Federal funds, and further that the State of West
18 Virginia will accept as its responsibility the future mainte-
19 nance of the road.

20 (46)SEC. 107. (a) That the Secretary of the Army is
21 hereby authorized to allot from any appropriations heretofore
22 or hereafter made for rivers and harbors not to exceed
23 \$2,000,000 for any one fiscal year for the construction of
24 small river and harbor improvement projects not specifically
25 authorized by Congress which will result in substantial bene-

1 *fits to navigation and which can be operated consistently with*
2 *appropriate and economic use of the waters of the Nation for*
3 *other purposes, when in the opinion of the Chief of Engineers*
4 *such work is advisable, if benefits are in excess of the cost.*

5 *(b) Not more than \$200,000 shall be allotted for the*
6 *construction of a project under this section at any single*
7 *locality and the amount allotted shall be sufficient to complete*
8 *the Federal participation in the project under this section.*

9 *(c) Local interests shall provide without cost to the*
10 *United States all necessary lands, easements and rights-of-*
11 *way for all projects to be constructed under the authority of*
12 *this section. In addition, local interests may be required to*
13 *hold and save the United States free from damages that may*
14 *result from the construction and maintenance of the project*
15 *and may be required to provide such additional local coopera-*
16 *tion as the Chief of Engineers deems appropriate. A State,*
17 *county, municipality or other responsible local entity shall give*
18 *assurance satisfactory to the Chief of Engineers that such*
19 *conditions of cooperation as are required will be accomplished.*

20 *(d) Non-Federal interests may be required to share in*
21 *the cost of the project to the extent that the Chief of Engineers*
22 *deems that such cost should not be borne by the Federal*
23 *Government in view of the recreational or otherwise special*
24 *or local nature of the project benefits.*

25 *(e) Each project for which money is allotted under this*

1 section shall be complete in itself and not commit the United
2 States to any additional improvement to insure its successful
3 operation, other than routine maintenance, and except as may
4 result from the normal procedure applying to projects au-
5 thorized after submission of survey reports, and projects
6 constructed under the authority of this section shall be con-
7 sidered as authorized projects.

8 (f) This section shall apply to, but not be limited to, the
9 provision of low water access navigation channels from the
10 existing channel of the Mississippi River to harbor areas
11 heretofore or now established and located along the Missis-
12 sippi River.

13 (47) SEC. 108. (a) That whenever the Secretary of the Army,
14 upon the recommendation of the Chief of Engineers, deter-
15 mines that notwithstanding the provisions of the Federal
16 Property and Administrative Services Act of 1949 (63 Stat.
17 377), as amended, with respect to disposal of surplus real
18 property, (1) the development of public port or industrial
19 facilities on land which is part of a water resource develop-
20 ment project under his jurisdiction will be in the public
21 interest; (2) that such development will not interfere with
22 the operation and maintenance of the project; and (3) that
23 disposition of the property for these purposes under this
24 section will serve the objectives of the project within which
25 the land is located, he may convey the land by quitclaim deed

1 to a State, political subdivision thereof, port district, port
2 authority, or other body created by the State or through a
3 compact between two or more States for the purpose of de-
4 veloping or encouraging the development of such facilities.
5 In any case, where two or more political subdivisions thereof,
6 or bodies created by, a State or group of States, seek to ob-
7 tain the same land, the Secretary of the Army shall give
8 preference to that political subdivision or body whose in-
9 tended use of land will, in his opinion, best promote the pur-
10 poses for which the project involved was authorized.

11 (b) Any conveyance authorized by this section shall be
12 made at the fair market value of the land, as determined by
13 the Secretary of the Army, upon condition that the property
14 shall be used for one of the purposes stated in the subsection
15 (a) of this section only, and subject to such other conditions,
16 reservations or restrictions as the Secretary may determine to
17 be necessary for the development, maintenance, or operation
18 of the project or otherwise in the public interest.

19 (c) Prior to the conveyance of any land under the pro-
20 visions of this section, the Secretary of the Army shall, in
21 the manner he deems reasonable, give public notice of the
22 proposed conveyance and afford an opportunity to interested
23 eligible bodies in the general vicinity of the land to apply for
24 its purchase.

25 (d) The Secretary of the Army may delegate any au-

1 *thority conferred upon him by this section to any officer or*
 2 *employee of the Department of the Army. Any such officer*
 3 *or employee shall exercise the authority so delegated under*
 4 *rules and regulations approved by the Secretary.*

5 *(e) The proceeds from any conveyance made under the*
 6 *provisions of this section shall be covered into the Treasury*
 7 *as miscellaneous receipts.*

8 SEC. (48)~~403~~ 109. The Secretary of the Army is hereby
 9 authorized and directed to cause surveys to be made at the
 10 following named localities and subject to all applicable pro-
 11 visions of section 10 of the River and Harbor Act of 1950:

12 (49)*Prospect Harbor, Maine.*

13 Calf Island, between Roque Island Bluffs and Sea-
 14 wall Point, Maine.

15 Green Harbor, Marshfield, Massachusetts.

16 Nauset Harbor, Massachusetts.

17 Eel Pond, Menauhant, Massachusetts.

18 Pleasant Bay, Massachusetts.

19 Rye Harbor (Playland Marina), New York.

20 Sturgeon Creek, Middlesex County, Virginia.

21 Bersford Creek, South Carolina.

22 (50)*Channel across Santa Rosa Peninsula and Santa*
 23 *Rosa Island, Florida, to connect East Bay with Santa*
 24 *Rosa Sound and Little Sabine Bay with the Gulf of*
 25 *Mexico.*

(51) Channel from vicinity of Avalon, Florida, to the waters of Escambia Bay.

Lake Pontchartrain, Louisiana.

Washburn Harbor, Wisconsin.

(52) Little Bay De Noc, Michigan.

(53) Ship Canal between Tacoma and Seattle, Washington.

(54) Point Roberts, Washington.

(55) Deep-water harbor in the Maalaea Bay Area, Island of Maui, Hawaii.

(56) Deep-water harbor at Kahaluu, Island of Oahu, Hawaii.

(57) Coastal waters, State of Hawaii, investigation of sites for possible use as anchorage areas for handling of explosives; areas of investigation to be designated by such State's Governor's Advisory Committee on Explosives.

(58) SEC. 110. (a) That the project for a navigation channel in Saint Jones River, Delaware, authorized by the River and Harbor Act of June 25, 1910, insofar as said project relates to said stream upstream from Lebanon, Delaware, be and the same is hereby abandoned.

(b) That Saint Jones River upstream from Lebanon, Delaware, be, and the same is hereby, declared to be not navigable waters of the United States within the meaning of the Constitution and laws of the United States.

1 (c) *The right to alter, amend, or repeal this section*
 2 *is hereby expressly reserved.*

3 SEC. ~~(59)~~104. 111. Title I of this Act may be cited as
 4 the "River and Harbor Act of ~~(60)~~1959 1960".

5 TITLE II—FLOOD CONTROL

6 SEC. 201. That section 3 of the Act approved June 22,
 7 1936 (Public Law Numbered 738, Seventy-fourth Con-
 8 gress), as amended by section 2 of the Act approved June
 9 28, 1938 (Public Law Numbered 761, Seventy-fifth Con-
 10 gress), shall apply to all works authorized in this title ex-
 11 cept that for any channel improvement or channel rectifi-
 12 cation project, provisions (a), (b), and (c) of section 3
 13 of said Act of June 22, 1936, shall apply thereto, and ex-
 14 cept as otherwise provided by law: *Provided*, That the au-
 15 thorization for any flood-control project herein adopted re-
 16 quiring local cooperation shall expire five years from the
 17 date on which local interests are notified in writing by the
 18 Department of the Army of the requirements of local coop-
 19 eration, unless said interests shall within said time furnish
 20 assurances satisfactory to the Secretary of the Army that
 21 the required cooperation will be furnished.

22 SEC. 202. The provisions of section 1 of the Act of De-
 23 cember 22, 1944 (Public Law Numbered 534, Seventy-
 24 eighth Congress, second session), shall govern with respect
 25 to projects authorized in this Act, and the procedures

1 therein set forth with respect to plans, proposals, or reports
2 for works of improvement for navigation or flood control and
3 for irrigation and purposes incidental thereto shall apply as
4 if herein set forth in full.

5 SEC. 203. The following works of improvement for the
6 benefit of navigation and the control of destructive flood-
7 waters and other purposes are hereby adopted and author-
8 ized to be prosecuted under the direction of the Secretary
9 of the Army and the supervision of the Chief of Engineers
10 in accordance with the plans in the respective reports here-
11 inafter designated and subject to the conditions set forth
12 therein: *Provided*, That the necessary plans, specifications,
13 and preliminary work may be prosecuted on any project
14 authorized in this title with funds from appropriations here-
15 tofore or hereafter made for flood control so as to be ready
16 for rapid inauguration of a construction program: *Provided*
17 *further*, That the projects authorized herein shall be initiated
18 as expeditiously and prosecuted as vigorously as may be con-
19 sistent with budgetary requirements: *And provided further*,
20 That penstocks and other similar facilities adapted to pos-
21 sible future use in the development of hydroelectric power
22 shall be installed in any dam authorized in this Act for
23 construction by the Department of the Army when approved

1 by the Secretary of the Army on the recommendation of the
2 Chief of Engineers and the Federal Power Commission.

3 BLACKSTONE RIVER BASIN

4 The project for flood protection on Blackstone, Mill, and
5 Peters Rivers, in Woonsocket, Rhode Island, is hereby
6 authorized substantially in accordance with the recommen-
7 dations of the Chief of Engineers in Senate Document Num-
8 bered 87, Eighty-fifth Congress, at an estimated cost of
9 \$2,970,000.

10 THAMES RIVER BASIN

11 The project for the West Thompson Reservoir on the
12 Quinebaug River, Connecticut, is hereby authorized substan-
13 tially as recommended by the Chief of Engineers in Senate
14 Document Numbered 41, Eighty-sixth Congress, at an esti-
15 mated cost of \$4,010,000.

16 (61) CONNECTICUT RIVER BASIN

17 (62) *The plan for flood protection on the Chicopee River,*
18 *Massachusetts, is hereby authorized substantially in accord-*
19 *ance with the recommendations of the Chief of Engineers*
20 *in his report dated June 1, 1960, at an estimated cost of*
21 *\$5,180,000.*

22 (63) *The project for flood protection on the Westfield River,*
23 *Massachusetts, is hereby authorized substantially in accord-*
24 *ance with the recommendations of the Chief of Engineers*

1 in his report dated June 1, 1960, at an estimated cost of
2 \$3,240,000.

3 (64) The plan for flood control and related purposes on the
4 Farmington River, Connecticut and Massachusetts, is hereby
5 authorized substantially in accordance with the recommenda-
6 tions of the Board of Engineers for Rivers and Harbors in its
7 report dated March 29, 1960, at an estimated cost of
8 \$12,052,000.

9 (65) PAWCATUCK, CONNECTICUT

10 The project for hurricane-flood protection at Pawcatuck,
11 Connecticut, is hereby authorized substantially in accordance
12 with the recommendations of the Chief of Engineers in House
13 Document Numbered 212, Eighty-sixth Congress, at an esti-
14 mated Federal cost of \$409,000.

15 (66) HOUSATONIC RIVER BASIN

16 The project for flood control dams and reservoirs on the
17 Naugatuck River, Connecticut, is hereby authorized sub-
18 stantially in accordance with the recommendations of the
19 Chief of Engineers in House Document Numbered 372,
20 Eighty-sixth Congress, at an estimated cost of \$10,230,000.

21 (67) STAMFORD, CONNECTICUT

22 The project for hurricane-flood protection at Stamford,
23 Connecticut, is hereby authorized substantially in accordance
24 with the recommendations of the Chief of Engineers in House

1 *Document Numbered 210, Eighty-sixth Congress, at an esti-*
 2 *mated Federal cost of \$3,030,000 for construction, and at*
 3 *an estimated Federal cost of maintenance and operation of*
 4 *\$31,000 annually.*

5 CENTRAL AND SOUTHERN FLORIDA

6 In addition to previous authorizations, there is hereby
 7 authorized to be appropriated the sum of ~~(68)\$1,000,000~~
 8 *\$23,000,000* for the prosecution of the central and southern
 9 Florida comprehensive plan for flood control and other pur-
 10 poses approved in the Flood Control Act of 1948, and sub-
 11 sequent Act of ~~(69)Congress.~~ *Congress, and such comprehen-*
 12 *sive plan is hereby modified to include the following:*

13 ~~(70)~~*The project for canals, levees, and water control and*
 14 *drainage structures in the Nicodemus Slough area, Glades*
 15 *County, Florida, is hereby authorized substantially in accord-*
 16 *ance with the recommendations of the Chief of Engineers con-*
 17 *tained in Senate Document Numbered 53, Eighty-sixth Con-*
 18 *gress, at an estimated cost of \$318,000.*

19 ~~(71)~~*That the levees around Lake Okeechobee, Florida,*
 20 *authorized by the Rivers and Harbors Act approved July 3,*
 21 *1930, and modified by the Flood Control Act approved*
 22 *June 30, 1948, and subsequent Acts, shall be known and*
 23 *designated as the Herbert Hoover Dike, and any law, regula-*
 24 *tion, document, or record of the United States in which such*

1 levees are referred to under any other name or designation
2 shall be held to refer to such levees as the Herbert Hoover
3 Dike.

4 (72) PEARL RIVER, MISSISSIPPI

5 The project for flood protection on the Pearl River at
6 Jackson, Mississippi, is hereby authorized substantially in
7 accordance with the recommendations of the Board of Engi-
8 neers for Rivers and Harbors in its report dated May 6,
9 1960, at an estimated cost of \$3,609,000.

10 (73) LOWER MISSISSIPPI RIVER

11 The project for flood control and improvement of the
12 lower Mississippi River, adopted by the Act of May 15,
13 1928 (45 Stat. 534), as amended and modified, is hereby
14 further modified and expanded to include the following items
15 of work and the authorization for said project is increased
16 accordingly:

17 (74)(a) In addition to previous authorizations, there is
18 hereby authorized to be appropriated the sum of \$50,000,000
19 to provide for the continued prosecution of the channel
20 improvement feature of the project.

21 (75)(b) Natchez Harbor, Mississippi: In accordance with
22 the recommendations of the Division Engineer in Senate
23 Document Numbered 16, Eighty-sixth Congress, at an esti-
24 mated cost of \$350,000.

1 TRINITY RIVER BASIN

2 (76) The comprehensive plan for improvement of the Trinity
3 River and tributaries, Texas, as authorized by the River and
4 Harbor Act of 1945, is modified to provide for construction
5 of the Bardwell Reservoir on Waxahachie Creek, in the Rich-
6 land, Chambers, and Cedar Creeks watershed, at an esti-
7 mated ultimate net Federal cost for construction in addition
8 to that now authorized of \$5,104,000, substantially in ac-
9 cordance with the recommendations of the Chief of Engi-
10 neers in House Document Numbered 424, Eighty-fifth
11 Congress.

12 (77) *The comprehensive plan for improvement of the Trinity*
13 *River and tributaries, Texas, as authorized by the River and*
14 *Harbor Act of 1945, is hereby modified to include the*
15 *following projects:*

16 (78) (a) *The project for flood protection on Big Fossil Creek*
17 *in the Richland Hills area, Texas, is hereby authorized*
18 *substantially in accordance with the recommendations of the*
19 *Chief of Engineers in House Document Numbered 407,*
20 *Eighty-sixth Congress, at an estimated cost of \$1,861,400.*

21 (79) (b) *Modification and extension of the Fort Worth Flood-*
22 *way on the West Fork of the Trinity River and tributaries,*
23 *at Fort Worth, Texas, is hereby authorized substantially in*

1 *accordance with the recommendations of the Chief of En-*
 2 *gineers in House Document Numbered 402, Eighty-sixth*
 3 *Congress, at an estimated cost of \$2,241,000.*

4 GUADALUPE RIVER BASIN

5 The project for flood control on Blieders Creek, Texas,
 6 is hereby authorized substantially in accordance with the
 7 recommendations of the Chief of Engineers in House Docu-
 8 ment Numbered 180, Eighty-sixth Congress, at an estimated
 9 cost of \$1,060,000.

10 (80) BRAZOS RIVER BASIN, TEXAS

11 *In addition to previous authorizations, there is hereby*
 12 *authorized to be appropriated the sum of \$21,000,000, for*
 13 *the prosecution of the comprehensive plan for the Brazos*
 14 *River Basin authorized by the Flood Control Act of Septem-*
 15 *ber 3, 1954.*

16 (81) RED-OUACHITA RIVER BASIN

17 *The general plan for flood control and other purposes on*
 18 *Red River, Texas, Oklahoma, Arkansas, and Louisiana, be-*
 19 *low Denison Dam, Texas and Oklahoma, as authorized by*
 20 *the Flood Control Act of 1946, and amended and supple-*
 21 *mented by subsequent Acts of Congress, is hereby further*
 22 *modified to provide for additional improvements for flood*
 23 *control, drainage, and other purposes, substantially in ac-*

1 *cordance with the recommendations of the Chief of Engineers*
 2 *as follows:*

3 **(82)**(a) *McKinney Bayou, Arkansas and Texas: House*
 4 *Document Numbered 220, Eighty-sixth Congress, at an esti-*
 5 *mated cost of \$346,400.*

6 **(83)**(b) *Maniece Bayou, Arkansas: House Document Num-*
 7 *bered 288, Eighty-sixth Congress, at an estimated cost of*
 8 *\$668,400.*

9 **(84)**(c) *East Point, Louisiana: House Document Num-*
 10 *bered 406, Eighty-sixth Congress, at an estimated cost of*
 11 *\$273,000.*

12 **(85)**(d) *Garland City, Arkansas, Emergency Bank Pro-*
 13 *tection: In accordance with plans on file in the Office of*
 14 *Engineers, at an estimated cost of \$1,750,000.*

15 **WHITE RIVER BASIN**

16 In addition to previous authorizations, there is hereby
 17 authorized to be appropriated the sum of **(86)**~~\$32,000,000~~
 18 *\$50,000,000*, for the prosecution of the comprehensive plan
 19 for the White River Basin authorized by the Flood Control
 20 Act of June 28, 1938, as amended and supplemented by
 21 subsequent Acts of Congress.

22 **(87)***Modification of the existing flood protection project for*
 23 *Village Creek, White River, and Mayberry Levee Districts,*
 24 *White River, Arkansas, is hereby authorized substantially*

1 in accordance with plan III, as contained in House Docu-
 2 ment Numbered 225, Eighty-sixth Congress, at an estimated
 3 cost of \$1,322,000.

4 ARKANSAS RIVER BASIN

5 The general comprehensive plan for flood control and
 6 other purposes for the Arkansas River Basin, approved by
 7 the Act of June 28, 1938, as amended, and the multiple-
 8 purpose plan for the Arkansas River and tributaries,
 9 Arkansas and Oklahoma, approved by the River and Harbor
 10 Act of July 24, 1946, as amended, are hereby further
 11 amended to provide for the incorporation of the two plans
 12 into a single plan of development: *Provided*, That authoriza-
 13 tions heretofore, herein and hereafter made available for the
 14 Arkansas River Basin shall be applicable to the combined
 15 plan of development.

16 There is hereby authorized to be appropriated the sum
 17 of ~~(88)\$94,000,000~~ \$179,000,000 for prosecution of the
 18 combined plan of development for the Arkansas River Basin
 19 as herein authorized.

20 (89)RIO GRANDE BASIN

21 The project for improvement of the Rio Grande Basin,
 22 is hereby authorized substantially as recommended by the
 23 Chief of Engineers in Senate Document Numbered 94,
 24 Eighty-sixth Congress, at an estimated cost of \$58,300,000.

1 *The approval granted above shall be subject to the fol-*
2 *lowing conditions and limitations:*

3 *Cochiti Reservoir, Galisteo Reservoir, and all other reser-*
4 *voirs constructed by the Corps of Engineers as a part of the*
5 *Middle Rio Grande project will be operated solely for flood*
6 *control and sediment control, as described below:*

7 (a) *The outflow from Cochiti Reservoir during each*
8 *spring flood and thereafter will be at the maximum rate of*
9 *flow that can be carried at the time in the channel of Rio*
10 *Grande through the middle valley without causing flooding*
11 *of areas protected by levees or unreasonable damage to chan-*
12 *nel protective works: Provided, That whenever during the*
13 *months of July, August, September, and October, there is*
14 *more than two hundred twelve thousand acre-feet of storage*
15 *available for regulation of summer floods and the inflow to*
16 *Cochiti Reservoir (exclusive of that portion of the inflow*
17 *derived from upstream flood-control storage) is less than one*
18 *thousand five hundred cubic feet per second, no water will be*
19 *withdrawn from storage in Cochiti Reservoir and the inflow*
20 *derived from upstream flood-control storage will be retained*
21 *in Cochiti Reservoir.*

22 (b) *Releases of water from Galisteo Reservoir and*
23 *Jemez Canyon Reservoir during the months of July, August,*
24 *September, and October, will be limited to the amounts neces-*

1 sary to provide adequate capacity for control of subsequent
2 summer floods; and such releases when made in these months,
3 or thereafter, will be at the maximum rate practicable under
4 the conditions at the time.

5 (c) Subject to the foregoing, the storage of water in and
6 the release of water from all reservoirs constructed by the
7 Corps of Engineers as part of the Middle Rio Grande
8 project will be done as the interests of flood and sediment con-
9 trol may dictate: Provided, That the Corps of Engineers will
10 endeavor to avoid encroachment on the upper two hundred
11 and twelve thousand acre-feet of capacity in Cochiti Reservoir,
12 and all reservoirs will be evacuated completely on or before
13 March 31 of each year: And provided further, That when es-
14 timates of anticipated streamflow made by appropriate
15 agencies of the Federal Government indicate that the opera-
16 tion of reservoirs constructed as a part of the Middle Rio
17 Grande project may affect the benefits accruing to New-
18 Mexico or Colorado, under the provisions of the eighth un-
19 numbered paragraph of article VI of the Rio Grande com-
20 pact, releases from such reservoirs shall be regulated to
21 produce a flow of ten thousand cubic feet per second at Albu-
22 querque, or such greater or lesser rate as may be determined
23 by the Chief of Engineers at the time to be the maximum safe
24 flow, whenever such operation shall be requested by the Rio

1 Grande compact commissioner for New Mexico or the com-
 2 missioner for Colorado, or both, in writing prior to com-
 3 mencement of such operation.

4 (d) All reservoirs of the Middle Rio Grande project
 5 will be operated at all times in the manner described above in
 6 conformity with the Rio Grande compact, and no departure
 7 from the foregoing operation schedule will be made except
 8 with the advice and consent of the Rio Grande compact, and
 9 no departure from the foregoing operation schedule will be
 10 made except with the advice and consent of the Rio Grande
 11 Compact Commission: Provided, That whenever the Corps
 12 of Engineers determines that an emergency exists affecting
 13 the safety of major structures or endangering life and shall so
 14 advise the Rio Grande Compact Commission in writing these
 15 rules of operation may be suspended during the period of and
 16 to the extent required by such emergency.

17 (e) The foregoing regulations shall not apply to storage
 18 capacity which may be allocated to permanent pools for rec-
 19 reation and fish and wildlife propagation: Provided, That
 20 the water required to fill and maintain such pools is obtained
 21 from sources entirely outside the drainage basin of the Rio
 22 Grande.

23 (90)UPPER MISSISSIPPI RIVER BASIN

24 (91)In addition to previous authorizations, there is hereby
 25 authorized to be appropriated the sum of \$12,000,000 for

1 the prosecution of the comprehensive plan for the Upper
 2 Mississippi River Basin, approved in the Act of June 28,
 3 1938, as amended and supplemented by subsequent Acts of
 4 Congress.

5 (92)The flood protection project on Redwood River at Mar-
 6 shall, Minnesota, is hereby authorized substantially in accord-
 7 ance with the recommendations of the Chief of Engineers
 8 in House Document Numbered 417, Eighty-sixth Congress
 9 at an estimated cost of \$2,252,000.

10 (93)The project for the Coralville Reservoir on Iowa River,
 11 Iowa, as authorized by the Act of June 28, 1938 (52 Stat.
 12 1215), is hereby modified to provide for construction of a
 13 highway bridge across said reservoir at or near the Mehaffy
 14 site, to replace the existing bridge crossing of Johnson County
 15 on County Road Y, under the direction of the Secretary of
 16 the Army and the supervision of the Chief of Engineers, in
 17 accordance with such plans as may be approved by the
 18 Chief of Engineers, at an estimated cost of not to exceed
 19 \$1,180,000: Provided, That local interests shall construct all
 20 necessary approaches to the bridge site, and provide without
 21 cost to the United States all lands, easements, and rights-of-
 22 way necessary for construction of the bridge.

23 MISSOURI RIVER BASIN.

24 In addition to previous authorizations, there is hereby
 25 authorized to be appropriated the sum of (94)\$132,000,000

1 \$207,000,000 for the prosecution of the comprehensive plan
2 for the Missouri River Basin approved in the Act of June 28,
3 1938, as amended, and supplemented by subsequent Acts of
4 Congress. (95) *The report of the Chief of Engineers on Wil-*
5 *son Dam and Reservoir, Saline River, Kansas, submitted in*
6 *compliance with Public Law 505, Eighty-fourth Congress,*
7 *published as Senate Document Numbered 96, Eighty-sixth*
8 *Congress, is hereby approved, and construction of the project*
9 *as a unit of the comprehensive plan of improvement for the*
10 *Missouri River Basin authorized by the Flood Control Act*
11 *approved December 22, 1944, is hereby authorized at an esti-*
12 *mated cost of \$18,081,000.*

13 (96) *The project for flood protection in the Gering and*
14 *Mitchell Valleys, Nebraska, authorized by the Flood Control*
15 *Act of July 3, 1958 (Public Law 500, Eighty-fifth Con-*
16 *gress), in accordance with the recommendations of the Chief*
17 *of Engineers in Senate Document Numbered 139, 84th Con-*
18 *gress, is hereby modified to provide for such revisions in*
19 *project scope and purposes due to changed conditions as may*
20 *be found necessary by the Chief of Engineers, to provide*
21 *needed protection in Gering Valley: Provided, That con-*
22 *struction shall not be initiated until the Chief of Engineers*
23 *shall submit a feasibility report, which shall be coordinated*
24 *with the Soil Conservation Service, for the approval of the*
25 *Public Works Committees of the Congress which shall set*

1 *forth the plan of improvement, its economic justification, and*
2 *his recommendations for local cooperation.*

3 **(97)***The project for flood protection at Sioux Falls, South*
4 *Dakota, authorized by the Flood Control Act approved Sep-*
5 *tember 3, 1954, Public Law 780, Eighty-third Congress, in*
6 *accordance with the recommendations of the Chief of Engi-*
7 *neers in House Document Numbered 133, Eighty-fourth*
8 *Congress, is hereby modified to provide for extension of the*
9 *authorized project to include flood protection in the reach*
10 *between Western Avenue and Cherry Rock Dam, in accord-*
11 *ance with plans to be prepared by the Chief of Engineers, at*
12 *an estimated cost of \$560,000: Provided, That local interests*
13 *agree to: (a) Furnish without costs to the United States all*
14 *lands, easements, and rights-of-way; (b) hold and save the*
15 *United States free from damages; (c) make all necessary*
16 *relocation and utility changes; and (d) maintain and operate*
17 *the project after completion.*

18 **(98)***The project for flood protection on Vermillion River,*
19 *South Dakota, is hereby authorized substantially in accord-*
20 *ance with the recommendations of the Chief of Engineers*
21 *in his report, dated June 1, 1960, at an estimated cost of*
22 *\$6,010,000.*

23 **(99)***That the Fort Randall Dam and Reservoir project,*
24 *South Dakota, is modified to provide for construction of a*
25 *free highway bridge over the Missouri River at an appro-*

1 priate location west of Platte, South Dakota, under the direc-
2 tion of the Secretary of the Army and the supervision of the
3 Chief of Engineers, in accordance with such plans as may be
4 approved by the Chief of Engineers, in order to provide
5 adequate crossing facilities over such river for highway traf-
6 fic in the area and in replacement of the closure of the
7 Wheeler Bridge by reason of construction of said reservoir
8 at a cost not to exceed \$6,375,000: Provided, That local in-
9 terests shall construct all necessary approaches to the bridge
10 site, and provide without cost to the United States all lands,
11 easements, and rights-of-way necessary for construction of
12 the bridge.

13 (100) The project for flood protection on Cheyenne River and
14 tributaries, South Dakota and Wyoming, is hereby authorized
15 substantially in accordance with the recommendations of the
16 Chief of Engineers in House Document Numbered 280,
17 Eighty-sixth Congress, at an estimated cost of \$272,000.

18 (101) That (a) the general comprehensive plan for flood con-
19 trol and other purposes in the Missouri River Basin, as
20 authorized by the Act of June 28, 1938 (52 Stat. 1215),
21 and as modified and expanded by subsequent Acts, if further
22 modified to include the payment by the Corps of Engineers
23 of \$346,500 to the city of Bismarck, North Dakota, and
24 \$227,552 to the city of Mandan, North Dakota, from funds

1 heretofore or hereafter appropriated for the Fort Peck, Gar-
2 rison, or Oahe Dam and Reservoir projects, in order to
3 provide part of the Federal compensation to such cities,
4 recommended by the board of engineers consultants in their
5 report on effect of Missouri River reservoirs on sewage fa-
6 cilities at Mandan and Bismarck, North Dakota, dated
7 January 1956, for the cost of construction of sewage treat-
8 ment works made necessary by the construction by the Federal
9 Government of dams and reservoirs on the Missouri River;
10 the total estimated cost of such construction being \$770,000
11 in the case of the city of Bismarck and \$505,671 in the case
12 of the city of Mandan. The remaining part of such Federal
13 compensation shall be provided under the provisions of sub-
14 section (d) hereof.

15 (102)(b) Amounts authorized under the provisions of this
16 item may be paid in a single payment or in such installments
17 as the Chief of Engineers deems appropriate to carry out
18 the provisions of this item. No payment shall be made under
19 such provisions until a showing is made satisfactory to the
20 Chief of Engineers, that the city to receive such payment is
21 ready to proceed with the construction for which the payment
22 is authorized, and is able to finance its portion amounting
23 to 25 per centum of the cost of such construction.

24 (103)(c) The Chief of Engineers may require such reports

1 *with respect to the expenditure of any amounts paid under*
 2 *the provisions of this item as may be necessary to carry out*
 3 *such provisions.*

4 **(104)** *(d) In addition to the amounts to be paid under the pro-*
 5 *visions of the foregoing subsections (a), (b), and (c), and*
 6 *for the same purposes, the Surgeon General of the Public*
 7 *Health Service shall pay \$231,000 to the city of Bismarck,*
 8 *North Dakota and \$151,701 to the city of Mandan, North*
 9 *Dakota. Payments under the provisions of this item shall*
 10 *be (1) from funds allotted to the State of North Dakota*
 11 *for the fiscal year beginning July 1, 1960, under the pro-*
 12 *visions of section 6 of the Federal Water Pollution Control*
 13 *Act, and (2) made without regard to the provisions of such*
 14 *Act other than subsection (e) of section 6 and the regulations*
 15 *prescribed to carry out such subsection.*

16 OHIO RIVER BASIN

17 **(105)** *The project for flood protection on Lynn Camp Creek*
 18 *at Corbin, Kentucky, is hereby authorized substantially in*
 19 *accordance with the recommendations of the Chief of Engi-*
 20 *neers in the House Document Numbered 282, Eighty-sixth*
 21 *Congress, at an estimated cost of \$645,000.*

22 **(106)** *The project for flood control and allied purposes on*
 23 *Laurel River, Kentucky, is hereby authorized substantially*
 24 *in accordance with the recommendations of the Chief of*
 25 *Engineers in House Document Numbered 413, Eighty-*

1 sixth Congress, at an estimated cost of \$21,900,000: Pro-
2 vided, That construction of the project shall not be com-
3 menced until the agency designated to market the power has
4 entered into an agreement which would insure that the power
5 would be sold at rates sufficient to repay with interest within
6 50 years all costs allocated to power.

7 (107) The project for flood control and allied purposes on
8 Little Sandy River, Kentucky, is hereby authorized sub-
9 stantially in accordance with the recommendations of the
10 Chief of Engineers in his report dated June 13, 1960, at an
11 estimated cost of \$11,900,000.

12 The project for flood protection on Connoquenessing
13 Creek at Butler, Pennsylvania, is hereby authorized sub-
14 stantially in accordance with the recommendations of the
15 Chief of Engineers in House Document Numbered 110,
16 Eighty-sixth Congress, at an estimated cost of \$1,558,700.

17 (108) The project for flood protection on Loyalhanna Creek at
18 Latrobe, Pennsylvania, is hereby authorized substantially in
19 accordance with the recommendations of the Chief of Engi-
20 neers in House Document Numbered 383, Eighty-sixth Con-
21 gress, at an estimated cost of \$2,568,300.

22 The project for the North Fork Reservoir on the North
23 Fork of Pound River, Virginia, is hereby authorized sub-
24 stantially in accordance with the recommendations of the
25 Chief of Engineers in House Document Numbered 184,

1 Eighty-sixth Congress, at an estimated cost of \$3,681,000.
 2 **(109)***The project for flood protection on the West Branch of*
 3 *the Mahoning River, Ohio, authorized in Public Law 85-*
 4 *500, in accordance with the recommendations of the Chief*
 5 *of Engineers in House Document 191, Eighty-fifth Congress,*
 6 *is hereby modified to provide that the entire local share of cost*
 7 *for water for pollution abatement and for municipal and in-*
 8 *dustrial water supply purposes is \$5,200,000, of which*
 9 *\$3,230,000 will be paid in cash during construction, and the*
 10 *unpaid balance at the time the project is placed in useful*
 11 *operation, \$1,970,000, may be paid in cash at that time or*
 12 *repaid on an annual basis in accordance with the principles*
 13 *of title III of said Public Law 85-500.*

14 GREAT LAKES BASIN

15 The project for flood protection on Cayuga Inlet at and
 16 in the vicinity of Ithaca, New York, is hereby authorized
 17 substantially as recommended by the Chief of Engineers in
 18 House Document **(110)**~~Numbered~~ — *Numbered 204,*
 19 Eighty-sixth Congress, at an estimated cost of \$3,950,000.

20 The project for flood protection on Smokes Creek at and
 21 in the vicinity at Lackawanna, New York, is hereby au-
 22 thorized substantially as recommended by the Chief of En-
 23 gineers in House Document Numbered 200, Eighty-sixth
 24 Congress, at an estimated cost of \$1,974,000.

(111) GILA RIVER BASIN

The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000.

(112) WHITEWATER RIVER BASIN, CALIFORNIA

The project for flood protection on Tahchevah Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 171, Eighty-sixth Congress, at an estimated cost of \$1,658,000.

MOJAVE RIVER BASIN

The plan for flood control on the Mojave River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 164, Eighty-sixth Congress, at an estimated cost of \$3,070,000.

LOS ANGELES RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of (113) ~~\$30,000,000~~ \$32,000,000 for the prosecution of the comprehensive plan

1 approved in the Act of August 18, 1941, as amended and
2 supplemented by subsequent Acts of Congress.

3 WALNUT CREEK BASIN

4 The plan for flood protection on Walnut Creek, Cali-
5 fornia, is hereby authorized substantially as recommended by
6 the Chief of Engineers in House Document Numbered 76,
7 Eighty-sixth Congress, at an estimated cost of \$17,980,000.

8 (114) SACRAMENTO RIVER BASIN

9 *The project for flood protection on the Sacramento River,*
10 *California, authorized by the Flood Control Act approved*
11 *March 1, 1917, as amended and modified by subsequent Acts*
12 *of Congress, is further modified substantially in accordance*
13 *with the recommendations of the Chief of Engineers in Senate*
14 *Document Numbered 103, Eighty-sixth Congress, and there is*
15 *hereby authorized to be appropriated the sum of \$14,240,000*
16 *for the prosecution of the initial phase of bank erosion control*
17 *works and set-back levees on the Sacramento River.*

18 (115) LAS VEGAS WASH, NEVADA

19 *The project for flood protection on Las Vegas Wash and*
20 *tributaries, Nevada, is hereby authorized substantially in*
21 *accordance with the recommendations of the Chief of Engi-*
22 *neers in House Document Numbered 405, Eighty-sixth Con-*
23 *gress, at an estimated cost of \$13,410,000.*

(116)GLEASON CREEK, NEVADA

The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document 388, Eighty-sixth Congress, at an estimated cost of \$450,000.

(117)GREAT SALT BASIN, UTAH

The project for flood protection on the Salt Lake City Streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000.

COLUMBIA RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of (118)\$90,000,000 \$148,000,000 for the projects and plans for the Columbia River Basin, including the Willamette River Basin, authorized by the Flood Control Act of June 28, 1938, and subsequent Acts of Congress, including the Flood Control Acts of May 17, 1950, September 3, 1954, and July 3, (119)1958. 1958, and these projects and plans are hereby modified to include:

The project for construction of the Foster Reservoir on

1 the South Santiam River, Willamette River Basin, Oregon,
2 is hereby authorized substantially in accordance with the rec-
3 ommendations of the Chief of Engineers in Senate Document
4 Numbered 104, Eighty-sixth Congress, at an estimated cost of
5 \$17,340,000.

6 (120) SEC. 204. That, in recognition of the flood-control
7 accomplishments of the multiple-purpose Merced River de-
8 velopment including the Bagby, New Exchequer, and Snell-
9 ing Dams and Reservoirs, proposed to be constructed on the
10 Merced River by the Merced Irrigation District of Cali-
11 fornia, there is hereby authorized to be appropriated a mone-
12 tary contribution toward the construction cost of such de-
13 velopment and the amount of such contribution shall be deter-
14 mined by the Secretary of the Army in cooperation with the
15 Merced Irrigation District, subject to a finding by the Secre-
16 tary of the Army, approved by the President, of economic
17 justification for allocation of the amount of flood control, such
18 funds to be administered by the Secretary of the Army: Pro-
19 vided, That prior to making the monetary contribution or
20 any part thereof, the Department of the Army and the
21 Merced Irrigation District shall have entered into an agree-
22 ment providing for operation of the dams and reservoirs in
23 such manner as will produce the flood-control benefits upon
24 which the monetary contribution is predicated, and such
25 operation of the dams and reservoirs for flood control shall

1 be in accordance with rules prescribed by the Secretary
2 of the Army pursuant to the provisions of section 7
3 of the Flood Control Act of 1944 (58 Stat. 890):
4 Provided further, That the funds appropriated under
5 this authorization shall be administered by the Secre-
6 tary of the Army in a manner which shall assure that the
7 annual Federal contribution during the project construction
8 period does not exceed the percentage of the annual ex-
9 penditure for the dams and reservoirs which the total flood-
10 control contribution bears to the total cost of the dams and
11 reservoirs: And provided further, That, unless construc-
12 tion of the development is undertaken within four years from
13 the date of enactment of this Act, the authority for the
14 monetary contribution contained herein shall expire.

15 (121)SEC. 205. That, in recognition of the flood control ac-
16 complishments of the multiple purpose dam and reservoir
17 (or dams and reservoirs) proposed to be constructed on the
18 Mokelumne River by the East Bay Municipal Utility Dis-
19 trict of Oakland, California, there is hereby authorized to be
20 appropriated a monetary contribution toward the construction
21 cost of such dam and reservoir (or dams and reservoirs)
22 and the amount of such contribution shall be determined by
23 the Secretary of the Army in cooperation with the East Bay
24 Municipal Utility District, and the Secretary of the Interior,
25 subject to a finding by the Secretary of the Army, approved

1 by the President, of economic justification for allocation of
2 the amount of flood control, such funds to be administered by
3 the Secretary of the Army: Provided, That the plan of im-
4 provement proposed by the East Bay Municipal Utility Dis-
5 trict will afford a degree of flood control which in the opinion
6 of the Secretary of the Army is adequate for the Mokelumne
7 River as a part of the overall flood control program for the
8 central valley: Provided further, That, prior to making the
9 monetary contribution or any part thereof, the Department
10 of the Army and the East Bay Municipal Utility District
11 shall have entered into an agreement providing for operation
12 of the dam or dams in such manner as will produce the flood
13 control benefits upon which the monetary contribution is
14 predicated, and such operation of the dam or dams for flood
15 control shall be in accordance with rules prescribed by the
16 Secretary of the Army pursuant to the provisions of section
17 7 of the Flood Control Act of 1944 (54 Stat. 890): Pro-
18 vided further, That prior to making the monetary contribu-
19 tion or any part thereof, the Department of the Army and
20 the East Bay Municipal Utility District shall have entered
21 into an agreement to provide adequately for mitigation of
22 damages to fish and wildlife consistent with the other pur-
23 poses of the project: And provided further, That the funds
24 appropriated under this authorization shall be administered
25 by the Secretary of the Army in a manner which shall assure

1 *that the annual Federal contribution during the project con-*
2 *struction period does not exceed the percentage of the annual*
3 *expenditure for the dam and reservoir (or dams and reser-*
4 *voirs) which the total flood control contribution bears to the*
5 *total cost of the dam and reservoir (or dams and reservoirs).*

6 **(122)**SEC. 206. (a) *That, in recognition of the increasing*
7 *use and development of the flood plains of the rivers of the*
8 *United States and of the need for information on flood*
9 *hazards to serve as a guide to such development, and as a*
10 *basis for avoiding future flood hazards by regulation of use*
11 *by States and municipalities, the Secretary of the Army,*
12 *through the Chief of Engineers, Department of the Army,*
13 *is hereby authorized to compile and disseminate information*
14 *on floods and flood damages, including identification of areas*
15 *subject to inundation by floods of various magnitudes and*
16 *frequencies, and general criteria for guidance in the use of*
17 *flood plain areas; and to provide engineering advice to local*
18 *interests for their use in planning to ameliorate the flood*
19 *hazard: Provided, That the necessary surveys and studies*
20 *will be made and such information and advice will be pro-*
21 *vided for specific localities only upon the request of a State*
22 *or a responsible local governmental agency and upon ap-*
23 *proval by the Chief of Engineers.*

24 (b) *The Secretary of the Army is hereby authorized*
25 *to allot, from any appropriations heretofore or hereafter*

1 made for flood control, sums not to exceed \$1,000,000 in
2 any one fiscal year for the compilation and dissemination
3 of such information.

4 (123)SEC. 207. (a) That whenever, in connection with the
5 construction of any authorized flood control, navigation or
6 multiple-purpose project for the development of water re-
7 sources, the Chief of Engineers, under the direction of the
8 Secretary of the Army, determines it to be in the public
9 interest to utilize existing public roads as a means of provid-
10 ing access to such projects during construction, he may, at
11 his discretion, improve, reconstruct and maintain such roads
12 and he may contract with the local authority having jurisdic-
13 tion over the roads to accomplish the necessary work. The
14 accomplishment of such work may be carried out with or with-
15 out obtaining any interest in the land on which the road is
16 located in accordance with mutual agreement between the
17 parties: Provided, (1) That the Chief of Engineers deter-
18 mines that such work would result in a saving in Federal
19 cost as opposed to the cost of providing a new access road at
20 Federal expense, (2) That, at the completion of construc-
21 tion, the Chief of Engineers will, if necessary, restore the
22 road to at least as good condition as prior to the beginning
23 of utilization for access during construction, and (3) That,
24 at the completion of construction, the responsibility of the

1 Chief of Engineers for improvement, reconstruction and
2 maintenance shall cease.

3 (b) That, for such water resources projects, under con-
4 struction or to be constructed, when the taking by the Federal
5 Government of an existing public road necessitates replace-
6 ment, the substitute provided will as nearly as practicable
7 serve in the same manner and reasonably as well as the ex-
8 isting road. The Chief of Engineers is authorized to con-
9 struct such substitute roads to design standards comparable
10 to those of the State in which the road is located, for roads
11 of the same classification as the road being replaced. The
12 traffic existing at the time of the taking shall be used in the
13 determination of the classification.

14 (124) SEC. 208. (a) That the Secretary of the Interior is au-
15 thorized to construct, operate, and maintain the Norman
16 Federal reclamation project, Oklahoma, in accordance with
17 the Federal reclamation laws (Act of June 17, 1902, and
18 Acts amendatory thereof or supplemental thereto), except
19 so far as those laws are inconsistent with this section, for
20 the principal purposes of storing, regulating, and furnish-
21 ing water for municipal, domestic, and industrial use, and
22 for controlling floods, and, as incidents to the foregoing for
23 the additional purposes of regulating the flow of the Little
24 River, providing for the conservation and development of fish

1 and wildlife, and of enhancing recreational opportunities.
2 The Norman project shall consist of the following principal
3 work: A reservoir on Little River near Norman, Oklahoma,
4 pumping plants, pipelines, and other conduits for furnishing
5 water for municipal, domestic, and industrial use.

6 The Secretary may enter into suitable contracts with
7 municipal organizations, or other organizations as defined in
8 section 2, Reclamation Project Act of 1939 (38 Stat. 1187),
9 to undertake with non-Federal financing the construction of
10 pumping plants, pipelines, and other conduits, or any of
11 such works, for furnishing water for municipal, domestic,
12 and industrial use, and to advance to such organizations dur-
13 ing the construction period funds to cover an appropriate
14 share of the costs thereof attributable to furnishing water to
15 Tinker Air Force Base.

16 (b) In constructing, operating, and maintaining the
17 Norman project, the Secretary shall allocate proper costs
18 thereof in accordance with the following conditions:

19 (1) Allocations to flood control, recreation, and the
20 conservation and development of fish and wildlife and water
21 supply for Tinker Air Force Base shall be nonreturnable.

22 (2) Allocations to municipal water supply, including
23 domestic, manufacturing, and industrial uses, with the excep-
24 tion of that for Tinker Air Force Base, shall be repayable
25 to the United States by the water users through contracts

1 with municipal corporations, or other organizations as de-
2 fined by section 2, Reclamation Project Act of 1939 (53
3 Stat. 1187), and title III of the Flood Control Act of 1958
4 under the provisions of the Federal reclamation laws, and
5 to the extent appropriate, under the Water Supply Act of
6 1958. Such contracts shall be precedent to the commence-
7 ment of construction of any project unit affecting the indi-
8 vidual municipalities, and shall provide for repayment of
9 construction costs allocated to municipal water supply in not
10 to exceed fifty years from the date water is first delivered
11 for that purpose, and notwithstanding the provisions in the
12 Water Supply Act of 1958 relating to the rate of interest,
13 payments of said construction cost shall include interest on
14 unamortized balances of that allocation at a rate equal to
15 the average rate (which rate shall be certified by the Secre-
16 tary of the Treasury) paid by the United States on its
17 marketable long-term securities outstanding on the date of
18 this Act and adjusted to the nearest one-eighth of 1 per
19 centum: Provided, That the water users' organization be
20 responsible for the disposal and sale of all water surplus to
21 its requirements, and that the revenues therefrom shall be
22 used by the organization for the retirement of project debt
23 payment, payment of interest, and payment of operation and
24 maintenance cost.

25 (3) Upon the completion of the payment of the water

1 users' construction cost obligation, together with the in-
2 terest thereon, the water users shall have a permanent right
3 to the use of that portion of the project allocable to municipi-
4 pal water supply purposes.

5 (c) Contracts may be entered into with the water users'
6 organization pursuant to the provisions of this section with-
7 out regard to the last sentence of subsection (c) of section 9
8 of the Reclamation Project Act of 1939.

9 (d) The Secretary is authorized to transfer to the
10 project water users the care, operation, and maintenance of
11 the works herein authorized, and, if such transfer is made, to
12 deduct from the obligation of the water users the reasonable
13 capitalized equivalent of that portion of the estimated opera-
14 tion and maintenance cost of the undertaking which, if the
15 United States continues to operate the project, would be
16 allocated to flood control and fish and wildlife purposes.
17 Prior to taking over the care, operation, and maintenance of
18 said works, the water users' organization shall obligate it-
19 self to operate them in accordance with criteria specified
20 by the Secretary of the Army with respect to flood control
21 and the Secretary of the Interior with respect to fish and
22 wildlife: Provided, That operation and maintenance and
23 replacement cost of furnishing water supply to Tinker Air
24 Force Base, as contemplated in the plan of development,

1 shall be provided by an appropriate agreement between the
2 Secretary of Defense and the water users' organization.

3 (e) Construction of the Norman project herein au-
4 thorized may be undertaken in such units or stages as in the
5 opinion of the Secretary best serves the project requirements
6 and the relative needs for water of the several municipal
7 users. Repayment contracts negotiated in connection with
8 each unit or stage of construction shall be subject to the
9 terms and conditions of subsection (b) of this section.

10 (f) The Secretary may, upon conclusion of a suitable
11 agreement with any qualified agency of the State of Okla-
12 homa or a political subdivision thereof for assumption of
13 the administration, operation, and maintenance thereof at the
14 earliest practicable date, construct or permit the construction
15 of public park and recreational facilities on lands owned by
16 the United States adjacent to the reservoirs of the Norman
17 project, when such use is determined by the Secretary not to
18 be contrary to the public interest, all under such rules and
19 regulations as the Secretary may prescribe. No recreational
20 use of any area to which this subsection applies shall be per-
21 mitted which is inconsistent with the laws of the State of
22 Oklahoma for the protection of fish and game and the pro-
23 tection of the public health, safety, and welfare. The Federal
24 costs of constructing the facilities authorized by this subsection

1 *shall be limited to the nonreimbursable costs of the Norman*
 2 *project for minimum basic recreational facilities as deter-*
 3 *mined by the Secretary.*

4 *(g) Expenditures for the Norman Reservoir may be*
 5 *made without regard to the soil survey and land classifi-*
 6 *cation requirements of the Interior Department Appropria-*
 7 *tion Act, 1954 (43 U.S.C. 390a).*

8 SEC. ~~(125)~~204 209. The Secretary of the Army is here-
 9 by authorized and directed to cause surveys for flood control
 10 and allied purposes, including channel and major drainage im-
 11 provements, and floods aggravated by or due to wind or tidal
 12 effects, to be made under the direction of the Chief of Engi-
 13 neers, in drainage areas of the United States and its terri-
 14 torial possessions, which include the following-named locali-
 15 ties: *Provided*, That after the regular or formal reports made
 16 on any survey are submitted to Congress, no supplemental or
 17 additional report or estimate shall be made unless authorized
 18 by law except that the Secretary of the Army may cause a
 19 review of any examination or survey to be made and a report
 20 thereon submitted to Congress if such review is required
 21 by the national defense or by changed physical or economic
 22 conditions: *Provided further*, That the Government shall not
 23 be deemed to have entered upon any project for the improve-
 24 ment of any waterway or harbor mentioned in this title until

1 the project for the proposed work shall have been adopted
2 by law:

3 (126) *Ogunquit, York, Wells, Kennebunk, Kennebunk-*
4 *port, Biddeford, Saco, Old Orchard, Cape Elizabeth,*
5 *Portland, and Phippsburg, and adjacent coastal areas,*
6 *Maine.*

7 (127) *Patuxent River, Maryland.*

8 (128) *Pithlachascotee River, Masarock Town, Anclote*
9 *River, Lake Tarpon, Brooksville, and adjacent areas,*
10 *Florida.*

11 *Phillippi Creek, Florida.*

12 (129) *Indian River and other streams draining into In-*
13 *dian Lake and Lake Michigan in the vicinity of*
14 *Manistique, Michigan.*

15 (130) *Atherton Creek, San Mateo County, California.*

16 (131) *Wildcat and San Pablo Creeks, Contra Costa*
17 *County, California.*

18 (132) *Streams in Marin County, California, flowing*
19 *into Richardson Bay, an arm of San Francisco Bay, in-*
20 *cluding Coyote Creek and Arroyo Corte Madera del*
21 *Presidio Creek.*

22 (133) *Island of Hawaii, State of Hawaii, construction of*
23 *dikes, barriers, or walls, to protect lives and property*
24 *from lava flows resulting from volcanic eruption.*

1 **(134)***Kahoma Stream, Island of Maui, Hawaii.*

2 **(135)***SEC. 210. The Chief of Engineers, under the direction*
 3 *of the Secretary of the Army, is authorized and directed to*
 4 *cause an investigation and study to be made, in cooperation*
 5 *with appropriate agencies of the State of Texas, with a view*
 6 *to devising effective means of accomplishing the recharge and*
 7 *replenishment of the Edwards Underground Reservoir as a*
 8 *part of plans for flood control and water conservation in the*
 9 *Nueces, San Antonio and Guadalupe River Basins of Texas:*
 10 *Provided, That the State of Texas or its agencies contribute*
 11 *toward the cost of such study such funds or services as the*
 12 *Secretary of the Army may deem appropriate: Provided*
 13 *further, That the findings of such study shall be presented in*
 14 *a joint report signed by the appropriate representatives of*
 15 *the Governor of Texas and of the Chief of Engineers.*

16 **(136)***SEC. 211. In addition to previous authorization, there*
 17 *is hereby authorized to be appropriated the sum of \$60,000,-*
 18 *000 for the prosecution of the comprehensive plan adopted*
 19 *by section 9(a) of the Act approved December 22, 1944*
 20 *(Public Law Numbered 534, Seventy-eighth Congress), as*
 21 *amended and supplemented by subsequent Acts of Congress,*
 22 *for continuing the works in the Missouri River Basin to*
 23 *be undertaken under said plans by the Secretary of the*
 24 *Interior.*

25 **(137)***SEC. 212. (a) The Secretary of the Army is author-*

1 *ized and directed to pay to any bona fide lessee or permittee*
 2 *owning improvements, which are or which were situated on a*
 3 *railroad right-of-way, the fair value of any such improve-*
 4 *ments, which have been or will be rendered inoperative or*
 5 *be otherwise adversely affected by the construction of the*
 6 *Tuttle Creek Reservoir project on the Blue River, Kansas,*
 7 *as determined by the Secretary, or by the United States*
 8 *District Court for the District of Kansas on which is con-*
 9 *ferred jurisdiction for this purpose.*

10 *(b) The Secretary of the Army is authorized to provide*
 11 *the funds necessary to carry out the provisions of this Act*
 12 *from any moneys appropriated for the construction of the*
 13 *Tuttle Creek Reservoir project.*

14 **(138)** *SEC. 213. The Detroit Dam and Reservoir on the*
 15 *North Santiam River, Oregon, authorized by the Flood Con-*
 16 *trol Act of June 28, 1938 (Public Law 761, Seventy-fifth*
 17 *Congress), shall be known and designated hereafter as the*
 18 *Douglas McKay Dam and Reservoir. Any law, regulation,*
 19 *map, document, record, or other paper of the United States*
 20 *in which such dam and reservoir are referred to as the De-*
 21 *troit Dam and Reservoir shall be held to refer to such dam*
 22 *and reservoir as the Douglas McKay Dam and Reservoir.*

23 *SEC. **(139)**~~205~~ 214. Title II of the Act may be cited*
 24 *as the "Flood Control Act of **(140)**~~1959~~ 1960".*

1 (141) *TITLE III—EVALUATION OF RECREA-*
2 *TIONAL BENEFITS*

3 (142) *POLICY AND PURPOSE*

4 *SEC. 301. It is hereby declared to be the policy of the*
5 *Congress that full consideration should be given to the recrea-*
6 *tional purposes that can be served in the formulation, design,*
7 *construction, and operation of Federal water resources proj-*
8 *ects hereafter authorized insofar as use for such purpose is*
9 *compatible with the major purposes for which the project is*
10 *to be undertaken. Consistent with this policy (1) as an in-*
11 *tegral part of the planning of any Federal water resources*
12 *project, there should be included an evaluation of the recrea-*
13 *tional benefits to be derived therefrom, (2) planning with re-*
14 *spect to the development of the recreational potential of any*
15 *such project (a) should contemplate the coordination of the*
16 *use of the project area for recreational purposes with the use*
17 *of existing or planned Federal, State, or local developments*
18 *in such manner as to achieve maximum net public benefit,*
19 *and (b) should be carried out jointly with the Secretary of*
20 *Agriculture if the project is or will be situated within the*
21 *exterior boundaries of a national forest, and (3) plans with*
22 *respect to any such project may provide storage and facilities*
23 *as may be required for recreational use.*

(143) DEFINITIONS

SEC. 302. *As used in this title—*

(1) *The term “Federal water resources project” means any project involving the development of water resources for purposes of navigation, flood control, reclamation, irrigation, water supply, hydropower, or other purposes which is undertaken by either the Secretary of the Army, acting through the Chief of Engineers, or the Secretary of the Interior, acting through the Bureau of Reclamation.*

(2) *The term “recreational purposes” means uses from which public recreational benefits may be derived.*

(3) *The term “recreational benefits” means public benefits of a recreational nature.*

(144) APPLICABILITY OF SECTION 4 OF THE FLOOD

CONTROL ACT OF DECEMBER 22, 1944

SEC. 303. *Except as provided herein, the provisions of this title are intended to be supplemental to and not in derogation of section 4 of the Flood Control Act of December 22, 1944, as amended (16 U.S.C. 460d), and the provisions of that Act are hereby made expressly applicable to Federal water resources projects of the Department of the Interior as well as the Department of the Army. With respect to any such project of the Department of the Interior, any reference*

1 in such section to the Secretary of the Army or the Chief of
2 Engineers shall also be deemed to refer to the Secretary of
3 the Interior.

4 (145) EVALUATION OF RECREATIONAL BENEFITS

5 SEC. 304. (a) In addition to such other data as may
6 be prescribed by law, or may be pertinent, there shall be
7 included in any report required to be submitted to the Con-
8 gress by the Secretary of the Army or the Secretary of the
9 Interior with respect to the development of any Federal water
10 resources project, (1) an evaluation of the annual recrea-
11 tional benefits to be derived therefrom, (2) the annual cost of
12 providing such benefits, including the cost of the additional
13 facilities, if any, to be installed or provided specifically in
14 furtherance of recreational purposes, and (3) the part of the
15 cost of any such project that should be allocated to recrea-
16 tional benefits.

17 (b) The evaluation of recreational benefits, as pro-
18 vided in this section shall be made by the Secretary of the
19 Army with respect to Corps of Engineers projects or by the
20 Secretary of the Interior with respect to Bureau of Reclama-
21 tion projects. The President is hereby authorized to prescribe
22 regulations under which each such evaluation shall be made;
23 and the President shall include in said regulations provisions
24 for using in such evaluation of recreational benefits of any

1 *project a monetary value of not less than 50 cents per visitor-*
2 *day of use of that project for recreation.*

3 *(c) The total recreational benefit creditable to any proj-*
4 *ect under the foregoing provisions of this section shall in no*
5 *event exceed the cost of providing comparable water-associated*
6 *recreation by the least costly alternative means.*

7 **(146) ALLOCATION AND FINANCING OF COSTS**

8 *SEC. 305. (a) Project costs, including the cost of mini-*
9 *imum basic facilities provided pursuant to clause (1) of sec-*
10 *tion 306(a), shall be allocated to the purpose of recreation.*
11 *Of the costs so allocated not more than 10 per centum of*
12 *the total cost of any Federal water resources project, includ-*
13 *ing the cost of providing minimum basic facilities pursuant*
14 *to clause (1) of section 306(a), may be assigned to recrea-*
15 *tional purposes, except that if the Secretary of the Army*
16 *or the Secretary of the Interior determines that the recrea-*
17 *tional benefits to be derived from any such project are needed*
18 *and that such benefits will have value on a widespread na-*
19 *tional basis, he may include in any report which is submitted*
20 *to the Congress with respect to such project a recommendation*
21 *that a greater amount than 10 per centum of the total cost*
22 *of the project be assigned to recreational purposes. That part*
23 *of the total cost of any such project which is assigned to recre-*
24 *ational purposes shall be nonreimbursable and nonreturn-*

1 able: Provided, That project costs not so assigned shall be
2 allocated as provided by law.

3 (147)PROJECT FACILITIES

4 SEC. 306. (a) In connection with any Federal water
5 resources project, the Secretary of the Army or the Secretary
6 of the Interior is authorized—

7 (1) to construct, operate, and maintain minimum
8 basic facilities for access to, and for the maintenance of
9 public health and safety and the protection of public
10 property on, lands withdrawn or acquired for the proj-
11 ect, and to conserve scenery and natural, historic, and
12 archeologic objects;

13 (2) to cooperate with interested State and local
14 governmental agencies and others in the investigation
15 and planning of any such project; and

16 (3) to permit the construction, maintenance, and
17 operation of public park and recreational facilities on
18 project lands.

19 The minimum basic facilities referred to in clause (1) of
20 this subsection shall be limited to water supplies, sanitary fa-
21 cilities, boat anchorage and launching sites, access roads and
22 parking areas, public camp and picnic sites, overlook stations,
23 clearing of public-use water areas to a reasonable extent; and
24 essential safety measures.

1 (b) In carrying out the policy and purpose of this
 2 title, as set forth in sections 301 and 303, the Secretary of
 3 the Army or the Secretary of the Interior is authorized to
 4 permit the construction, maintenance, and operation by non-
 5 Federal interests, with preference given to State and local
 6 governmental agencies, of such additional facilities as may
 7 be necessary or desirable for the full development of any
 8 Federal water resources project area for recreational pur-
 9 poses in accordance with the provisions of section 4 of the
 10 Flood Control Act of December 22, 1944, as amended (16
 11 U.S.C. 460d).

12 (148) FISH AND WILDLIFE COORDINATION ACT

13 SEC. 307. The provisions of this title are not intended
 14 to interfere in any way with operations carried on in accord-
 15 ance with the Fish and Wildlife Coordination Act (16
 16 U.S.C. 661-666c), and no such provision shall be construed
 17 to supersede that Act or any of its provisions.

18 (149) RECLAMATION PROJECT ACT OF 1939

19 SEC. 308. The second sentence of section 9(a) of the
 20 Reclamation Project Act of 1939, as amended (43 U.S.C.
 21 485h(a)), is amended by striking out "together with any
 22 allocation to flood control or navigation made under subsec-
 23 tion (b) of this section"; and inserting in lieu thereof the fol-
 24 lowing: "together with any allocation (i) to flood control or

1 navigation under subsection (b) of this section, or (ii) to
 2 recreational purposes made under the Water Resources Rec-
 3 reation Act of 1960.”

4 **(150)PROJECT AREAS WITHIN NATIONAL FORESTS**

5 *SEC. 309. (a) Nothing in this title shall be construed*
 6 *to affect in any way the authority of the Secretary of Agri-*
 7 *culture with respect to project areas which are under his*
 8 *jurisdiction.*

9 *(b) The authority conferred on the Secretary of the*
 10 *Army and the Secretary of the Interior by section 306 of this*
 11 *title shall be exercised with respect to national forest lands*
 12 *only with the concurrence of the Secretary of Agriculture.*

13 **(151)SHORT TITLE**

14 *SEC. 310. Title III of this Act may be cited as the*
 15 *“Water Resources Recreation Act of 1960”.*

16 **(152)TITLE IV—ACQUISITION OF REQUIRED**
 17 **LAND**

18 **(153)DECLARATION OF POLICY**

19 *SEC. 401. It is hereby declared to be the policy of Con-*
 20 *gress that owners and tenants whose property is acquired for*
 21 *public works projects of the United States of America shall*
 22 *be paid a fair and equitable amount for the property acquired*
 23 *and reimbursed for their actual losses.*

(154) DISSEMINATION OF INFORMATION

SEC. 402. *Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and other requirements. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the proposed plans for acquisition and to obtain their comments thereon. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) basis and procedures for appraisals; (2) basis for offer to purchase property without going to court; (3) legal procedures in condemnation proceedings; (4) entitlement to payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) pay-*

1 ments required by occupants of Government acquired land;
2 (8) deposits as advances to land and property owners; and
3 (9) use of land by owner when easement is acquired. The
4 operation of this section and the functions performed under
5 it shall be exempt from the operations of the Administrative
6 Procedure Act of June 11, 1946, as amended (60 Stat.
7 237).

8 (155) COMMISSION ON COMPENSATION IN THE ACQUISITION
9 OF LAND

10 SEC. 403. Because (a) owners and tenants displaced by
11 public works projects of the United States do not always
12 obtain reimbursement for all of their expenses and losses and
13 (b) judicial interpretation of just compensation as guaran-
14 teed by the fifth amendment to the Constitution of the United
15 States assures payment of only the market value of the prop-
16 erty taken as if willingly sold, there is hereby established a
17 Commission to be known as The Commission To Study the
18 Adequacy of Compensation in Federal Real Property Ac-
19 quisitions, hereafter referred to as "the Commission", the
20 purpose of which shall be to determine the most effective
21 manner of carrying out the policy set forth in section 401
22 of this title.

1 (156) INTERIM PROVISION FOR REIMBURSEMENT OF
2 LOSSES

3 SEC. 404. Because (a) many owners and tenants whose
4 land is required for water resource development projects
5 of the Department of the Army are not being reimbursed at
6 the present time in accordance with the policy set forth in
7 section 401 of this title and (b) legislative action on any
8 recommendations made by the Commission established under
9 section 403 could not be completed before June 30, 1963,
10 persons, firms and corporation from whom any interest in
11 real property is acquired between the effective date of this Act
12 and June 30, 1963, for a water resource development project
13 of the Department of the Army shall receive, in addition to
14 but not in duplication of any payments otherwise authorized
15 by law, further payment as will, in the discretion of the Chief
16 of Engineers, compensate such persons, firm or corporation
17 for consequential losses and damages in an amount
18 not to exceed \$25,000 up to a maximum of 20 per centum
19 of the appraised value of the interest in the real estate taken
20 by the Government as determined by the Chief of Engineers.
21 The authority conferred by this section shall be delegable by
22 the Chief of Engineers to such responsible officers or

1 employees as he may determine. The operation of this section
2 and the functions performed under it shall be exempt from
3 the operation of the Administrative Procedure Act of June
4 11, 1946, as amended (60 Stat. 237). To carry out the
5 provisions of this section, the Chief of Engineers shall
6 issue regulations which shall provide, among other things,
7 that the payments authorized by this section shall be offset
8 by any enhancement that the project causes in the market
9 value of remaining property interests held by the applicant
10 and shall be allowable only if the applicant certifies that he
11 did not acquire his interest in the property involved in con-
12 templation of the project or for the purpose of transfer to
13 the Government. For the purpose of this section there shall
14 be a presumption that an interest in property acquired other
15 than through heirship after the date that a project is author-
16 ized by Congress was acquired in contemplation of the project.

17 (157) MEMBERSHIP AND ORGANIZATION OF THE
18 COMMISSION

19 SEC. 405. (a) The Commission shall be composed of
20 seventeen members as follows:

21 (1) Nine appointed by the President of the United
22 States, of whom six shall be from the executive branch of
23 the Government and three from private life. From among
24 these nine the President shall designate the Chairman and
25 Vice Chairman of the Commission.

1 (2) *Four appointed by the President of the Senate, at*
 2 *least two of whom shall be members of the United States*
 3 *Senate.*

4 (3) *Four appointed by the Speaker of the House of*
 5 *Representatives, at least two of whom shall be Members of*
 6 *the House of Representatives.*

7 (b) *Any vacancy in the Commission shall not affect its*
 8 *powers, but shall be filled in the same manner in which the*
 9 *original appointment was made.*

10 (c) *Nine members of the Commission shall constitute*
 11 *a quorum, but a lesser number may conduct hearings.*

12 (d) *Service of an individual as a member of the Com-*
 13 *mission or employment of an individual by the Commission*
 14 *as an attorney or expert in any business or professional field,*
 15 *on a part-time or full-time basis, with or without compensa-*
 16 *tion, shall not be considered as service or employment bring-*
 17 *ing such individual within the provisions of section 281, 283,*
 18 *284, 434, or 1914 of title 18 of the United States Code,*
 19 *or section 190 of the Revised Statutes (5 U.S.C. 99).*

20 **(158) DUTIES OF THE COMMISSION**

21 SEC. 406. *The Commission shall study and investigate*
 22 *the present methods and procedures by which real property*
 23 *is acquired by the United States, the several States, and by*
 24 *other governmental bodies as deemed necessary in the discre-*
 25 *tion of the Commission. The Commission shall determine*

1 and report on the scope of losses, expenses, and damages
2 incurred by individuals, families, business concerns, and local
3 communities as the result of the acquisition of land for public
4 works projects of the United States of America indicating
5 particularly the scope and extent of losses, expenses, and
6 damages, if any, not compensable under the judicial interpre-
7 tations of the constitutional guarantee of just compensation.

8 (159)REPORT

9 SEC. 407. The Commission, not later than December
10 31, 1962, shall submit to the President and to Congress a
11 comprehensive report of its activities and the results of its
12 studies. The report shall include recommendations for legis-
13 lative enactments and administrative actions as in the judg-
14 ment of the Commission are necessary to carry out the
15 recommendations to fulfill the policy set forth in section 401
16 of this title.

17 (160)POWERS OF THE COMMISSION

18 SEC. 408. (a) The Commission or, on the authorization
19 of the Commission, any subcommittee or member thereof may,
20 for the purpose of carrying out the provisions of this title,
21 hold such hearings and sit and act at such times and places,
22 administer such oaths, and require, by subpoena or otherwise,

1 the attendance and testimony of such witnesses and the pro-
2 duction of such books, records, correspondence, memoranda,
3 papers, and documents, as the Commission or such subcom-
4 mittee or member may deem advisable. Subpenas may be
5 issued under the signature of the Chairman of the Commis-
6 sion, of such subcommittee, or any duly designated member,
7 and may be served by any person designated by such Chair-
8 man or member. The provisions of sections 102 to 104, in-
9 clusive, of the Revised Statutes (U.S.C., title 2, secs. 192-
10 194), shall apply in the case of any failure of any witness
11 to comply with any subpoena or to testify when summoned
12 under authority of this section.

13 (b) The Commission is authorized to obtain from any
14 department, agency, or independent instrumentality of the
15 executive branch of the Government any information it deems
16 necessary to carry out its functions under this title, other than
17 information relative to pending or prospective acquisitions;
18 and each such department, agency, and instrumentality is
19 authorized to furnish such information to the Commission,
20 upon request made by the Chairman or by the Vice Chairman
21 when acting as Chairman.

1 (161) APPROPRIATIONS, EXPENSES, AND PERSONNEL

2 SEC. 409. (a) There are hereby authorized to be appro-
3 priated to the Commission such amounts as may be necessary
4 to carry out the provisions of this title.

5 (b) Each member of the Commission shall receive \$50
6 a day when engaged in the performance of duties vested in
7 the Commission, except that no compensation shall be paid
8 by the United States, by reason of service as a member, to
9 any member who is receiving other compensation from the
10 Federal Government, or to any member who is receiving
11 compensation from any State or local government.

12 (c) Each member of the Commission shall be reimbursed
13 for travel, subsistence, and other necessary expenses incurred
14 by him in the performance of duties vested in the Commission.

15 (d) The Commission is authorized, without regard to
16 the civil service laws and regulations, and without regard
17 to the Classification Act of 1949, as amended, to appoint and
18 fix the compensation of a Director and such additional
19 personnel as may be necessary to enable it to carry out its
20 functions, except that any Federal employees subject to the
21 civil service laws and regulations who may be assigned to the
22 Commission shall retain civil service status without inter-
23 ruption or loss of status or privilege.

1 (162) *TERMINATION OF THE COMMISSION*

2 *SEC. 410. The Commission shall cease to exist six months*
3 *after the transmittal to the President and the Congress of the*
4 *final report provided for in Section 407 of this title.*

5 **(163)***SEC. 411. Title IV of this Act may be cited as the*
6 *“Land Acquisition Policy Act of 1960.”*

Passed the House of Representatives July 16, 1959.

Attest: RALPH R. ROBERTS,
Clerk.

Passed the Senate with amendments June 17, 1960.

Attest:

FELTON M. JOHNSTON,
Secretary.

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 17, 1960

Ordered to be printed with the amendments of the
Senate numbered

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF
BUDGET AND FINANCE

(For Department
Staff Only)

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For actions of June 17 and
June 18, 1960
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HIGHLIGHTS: Senate passed: Federal pay bill; Labor-New appropriation bill; omnibus flood control bill. Senate committee reported general Government matters and independent offices appropriation bills. House Rules Committee cleared Poage farm bill. House passed mutual security appropriation bill. (Highlights continued on page 7.)

SENATE - June 17

1. FEDERAL PAY BILL. Passed, 62-17, this bill, H. R. 9883, without amendment. The bill will now be sent to the President. pp. 12053-4, 12062-101
Rejected the following amendments:
By Sen. Carlson, 28-54, to provide for an increase averaging 6% rather than 7½% for classified employees. pp. 12063-71
By Sen. Ellender, 19-63, to limit increases to employees whose salary is not over \$10,000. pp. 12071-8
By Sen. Ellender, 23-58, to eliminate legislative employees from the bill. pp. 12078-82
By Sen. Church, to confine the bill to postal workers, 22-58. pp. 12082-8
By Sen. Dirksen, 11-70, to authorize the President to adjust pay to make it comparable to that in private enterprise. pp. 12088-97

Rejected, 21-56, a motion by Rep. Ervin to recommit the bill with instructions to report it back in separate bills for (1) postal and (2) other employees. pp. 12097-101

As passed, the bill includes provisions as follows: Provides for a general increase of 7½% in the pay for Government employees. Increases salaries of the chief legal officers of departments from \$19,000 to \$20,000. Establishes the position of Administrative Assistant Secretary in HEW. Provides 5 additional supergrades in ICC.

Labor-HEW appropriation

2. APPROPRIATIONS. Passed, 63-6, with amendments the/ bill, H. R. 11390. Senate conferees were appointed. pp. 12177, 12224, 12230-43

The Appropriations Committee reported with amendments H. R. 11389, the general Government matters appropriation bill (S. Rept. 1610), and H. R. 11776, the independent offices appropriation bill (S. Rept. 1611). p. 12045

3. FLOOD CONTROL. Passed, 70-5, with amendments H. R. 7634, the omnibus flood control and rivers and harbors bill (pp. 12177-224). A letter from Assistant Secretary Peterson to Sen. Bush, comparing distribution of approved installation cost for flood prevention measures with that proposed in the Uniform Cost-Sharing Act, was inserted in the Record. (pp. 12218-222). Senate conferees were appointed (p. 12224).

4. IMPORTS. Agreed to conference reports on the following bills: H. R. 9881, to extend the existing law relating to free importation of personal and household effects brought into the U. S. under Government orders (p. 12225). H. R. 9322, to make permanent the existing suspension of duties on certain coarse wool (pp. 12225-6). H. R. 9862, to continue for 2 years the existing suspension of duties on certain lathes used for shoe-last roughing or for shoe-last finishing and for 3 years on casein (pp. 12226-30).

5. PUBLIC DEBT; TAXATION. Began debate on H. R. 12381, to extend for 1 year the public debt limit and the existing corporate normal-tax rate and certain excise-tax rates. pp. 12243-50

6. LIFE INSURANCE. The Post Office and Civil Service Committee reported without amendment S. 3421, to amend the Federal Employees' Group Life Insurance Act so as to provide authority for the Commission to determine claimants if no claim is filed (S. Rept. 1609). p. 12045

7. FARM LABOR. The names of Sens. Humphrey, Hart, Douglas, McNamara, Murray, Dodd, Proxmire, Clarke, and Young of Ohio were added as cosponsors of S. 3666, to extend the Mexican farm labor program for 2 years and to amend it to provide certain safeguards for the protection of domestic agricultural workers. pp. 12051, 12252

8. INTERNATIONAL ORGANIZATIONS. Both Houses received from the State Department a report on U. S. contributions to international organizations for the fiscal year 1959. pp. 12043, 12175

HOUSE - JUNE 17

9. FARM PROGRAM. The Rules Committee reported a resolution for consideration of H. R. 12261, the Poage farm bill to modify market adjustment and price support programs for wheat and feed grains and to provide a high-protein food distribution program. p. 12159

10. MUTUAL SECURITY APPROPRIATION BILL, 1961. By a vote of 258 to 154, passed with amendments this bill, H. R. 12619. pp. 12102-59, 12170-1

Senate

[Senate proceedings continued from
p. 12101]

AUTHORIZATION OF CERTAIN PUBLIC WORKS ON RIVERS AND HARBORS

Mr. JOHNSON of Texas. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Order No. 1586, H.R. 7634.

The PRESIDING OFFICER (Mr. Moss in the chair). The bill will be stated by title for the information of the Senate.

The LEGISLATIVE CLERK. A bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Public Works with amendments.

LIMITATION OF DEBATE

Mr. JOHNSON of Texas. Mr. President, I ask unanimous consent that the time for debate be limited to 30 minutes on amendments and an hour on the bill.

The PRESIDING OFFICER. Is there objection?

Mr. BENNETT. Mr. President, I should like to ask the Senator from Texas whether it will be possible to take up the conference reports about which I spoke to him.

Mr. JOHNSON of Texas. As soon as we get the bill under way.

Mr. BENNETT. Then I shall be available as soon as the bill is passed. I have no objection.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Texas?

The Chair hears none, and it is so ordered.

The unanimous-consent agreement was later reduced to writing, as follows:

Ordered, That, effective during the further consideration of the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, debate on any amendment, motion, or appeal, except a motion to lay on the table, shall be limited to 30 minutes, to be equally divided and controlled by the mover of any such amendment or motion and the majority leader: *Provided*, That in the event the majority leader is in favor of any such amendment or motion, the time in opposition thereto shall be controlled by the minority leader or some Senator designated by him: *Provided further*, That no amendment that is not germane to the provisions of the said bill shall be received.

Ordered further, That on the question of the final passage of the said bill debate shall be limited to 1 hour, to be equally divided and controlled, respectively, by the majority

and minority leaders: *Provided*, That the said leaders, or either of them, may, from the time under their control on the passage of the said bill, allot additional time to any Senator during the consideration of any amendment, motion, or appeal.

Mr. JOHNSON of Texas. Mr. President, I yield such time as the Senator from Oklahoma may desire to use.

Mr. President, will the Senator from Oklahoma yield so that I may make an announcement?

Mr. KERR. I yield.

LABOR—HEALTH, EDUCATION, AND WELFARE APPROPRIATIONS, 1961

Mr. JOHNSON of Texas. Mr. President, while the minority leader is on the floor, I ask unanimous consent that during the consideration of H.R. 11390, the Labor—Health, Education, and Welfare appropriation bill, debate on any amendment, motion, or appeal, except a motion to lay on the table, be limited to 30 minutes, and that debate on the bill be limited to 1 hour, the time to be equally divided.

Mr. DIRKSEN. Mr. President, for the information of Senators on this side of the aisle, I know of no request for time, except that I propose to move to recommit the bill and to reduce the overall amount. Other than that, I know of no other motions or no amendments.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Texas? The Chair hears none, and it is so ordered.

The unanimous-consent agreement, reduced to writing, is as follows:

Ordered, That, effective during the further consideration of the bill (H.R. 11390) making appropriations for the Departments of Labor and Health, Education, and Welfare, and related agencies, for the fiscal year ending June 30, 1961, and for other purposes, debate on any amendment, motion, or appeal, except a motion to lay on the table, shall be limited to thirty minutes, to be equally divided and controlled by the mover of any such amendment or motion and the majority leader: *Provided*, That in the event the majority leader is in favor of any such amendment or motion, the time in opposition thereto shall be controlled by the minority leader or some Senator designated by him: *Provided further*, That no amendment that is not germane to the provisions of the said bill shall be received.

Ordered further, That on the question of the final passage of the said bill debate shall be limited to one hour, to be equally divided and controlled, respectively, by the majority and minority leaders: *Provided*, That the said leaders, or either of them, may, from the time under their control on the passage of the said bill, allot additional time to any Senator during the consideration of any amendment, motion, or appeal.

Mr. JAVITS. Mr. President, will the Senator from Texas yield?

Mr. JOHNSON of Texas. I yield.

Mr. JAVITS. Is it the intention to finish action on both bills tonight?

Mr. JOHNSON of Texas. We hope to do so. That will depend on the number of amendments to be considered.

Mr. JAVITS. What is the plan for tomorrow?

Mr. JOHNSON of Texas. It is expected that the Senate will be in session tomorrow.

Mr. HOLLAND. Mr. President, what is the title of the other bill referred to by the Senator from Texas?

Mr. JOHNSON of Texas. The Labor—Health, Education, and Welfare appropriation bill.

Mr. HOLLAND. I thank the Senator.

AUTHORIZATION OF CERTAIN PUBLIC WORKS ON RIVERS AND HARBORS

The Senate resumed the consideration of the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

Mr. KERR. Mr. President, since the approval of the last authorization bill on July 3, 1958, many favorable reports on proposed projects have been transmitted to the Congress by the Corps of Engineers.

In addition, a number of major river basin authorizations have been reduced by appropriations to a point where additional monetary authorization is urgently needed to continue construction of specific projects in the comprehensive plans for flood control, navigation, and other purposes, as originally approved by the Congress. There are also several matters concerning general legislation and modification of previous project authorizations that should be considered at this time.

H.R. 7634 is a comprehensive measure to carry forward the important programs for the development and improvement of the rivers and harbors of our Nation.

The bill passed the House on July 16, 1959. As it passed the House the bill included authorization for 49 new projects and modifications having an estimated cost of \$278,310,500, and six increased basin authorizations totaling \$379 million, a total amount of \$657,310,500.

The basin authorizations included in the bill by the House were supposed to cover appropriations for 2 years, fiscal years 1961 and 1962.

The Committee on Public Works held hearings on certain projects in the House bill and on other projects which were proposed for consideration subsequent to passage of the bill by the House.

The Committee on Public Works added 85 new projects and modifications to the House bill and deleted 2 projects from the bill. This total includes five basin authorizations added and the

amounts of the six in the House bill were increased.

The estimated cost of the new projects and modifications added by the Senate is \$508,247,852, and the increase in basin authorizations is \$417,247,852, a total added by the Senate of \$925,487,552.

The basin authorizations were increased to cover appropriations for 3 years, fiscal years 1961, 1962, and 1963, instead of 2 years provided by the House bill. That was occasioned by reason of the fact that the House bill was passed in 1959 and provided future authorizations for 1961 and 1962. We bring the bill to the Senate now, in 1960, and of necessity have increased the amount to include requirements for fiscal 1963, in addition to 1961 and 1962, as provided for in the House bill.

The committee has added two new titles to the House bill. Title III permits the evaluation of recreational benefits in water resources project, and their use in the recognition of the economic consideration of the purposes of the project.

Title IV declares the policy of Congress that owners and tenants at public works projects of the United States shall be paid a fair and equitable sum for their property acquired and reimbursed for their actual losses and damages, and establishes a commission to study the problem.

The committee feels that the problems involved in the studies that have been completed are important, urgent, and deserve early consideration, and that further delay would have unfortunate results in retardation of projects now under construction and others needed for prosecution of the program for full development of our national water resources.

I ask unanimous consent to have printed in the RECORD a list of the projects included in the bill by States, and a summary of the bill.

There being no objection, the list and summary were ordered to be printed in the RECORD, as follows:

List of projects by States, H.R. 7634

ARIZONA	
(FC) Gila and Salt Rivers.....	Estimated cost \$3,300,000
ARKANSAS	
(FC) McKinney Bayou.....	346,400
(FC) Manlece Bayou.....	668,400
(N) Ouachita and Black Rivers.....	43,550,000
(FC) Village Creek, White River, and Mayberry levee districts.....	1,322,000
(MP) White River Basin.....	50,000,000
(FC) Bank protection at Garland City.....	1,750,000
CALIFORNIA	
(FS) Atherton Creek.....	
(N) Los Angeles-Long Beach Harbor.....	1,768,000
(FC) Los Angeles County F.C. project.....	32,000,000
(MP) Merced River.....	12,000,000
(FC) Mojave River.....	3,070,000
(MP) Mokelumne River.....	10,000,000
(N) Monterey Harbor and Bay.....	3,989,000
(N) Noyo Harbor.....	370,000
(BE) Orange County.....	256,000

List of projects by States, H.R. 7634—Con.

Estimated cost	
(FC) Sacramento River.....	\$14,240,000
(FS) Streams in Marin County.....	
(FC) Tachevah Creek.....	1,658,000
(FC) Walnut Creek.....	17,980,000
(FS) Wildcat and San Pablo Creeks.....	
CONNECTICUT	
(FC) Farmington River.....	12,052,000
(FC) Naugatuck River.....	10,230,000
(HFP) Pawcatuck.....	409,000
(HFP) Stamford.....	3,030,000
(FC) West Thompson Reservoir.....	4,010,000
DELAWARE	
(N) Wilmington Harbor.....	351,000
FLORIDA	
(N) Bakers Haulover Inlet.....	239,000
(FC) Central and southern Florida.....	23,000,000
(NS) Channel, Avalon to Escambia Bay.....	
(NS) Channel, Santa Rosa to gulf.....	
(N) Everglades Harbor.....	117,200
(N) Gulf coast shrimp boat harbors.....	373,000
(FC) Herbert Hoover dlke, name.....	
(BE) Key West.....	231,200
(N) Land transfer.....	
(N) Little Pass.....	104,000
(N) Miami Harbor.....	3,818,000
(FC) Nicodemus Slough.....	318,000
(N) Palm Beach.....	4,980,000
(FS) Phillipl Creek.....	
(FS) Pithlachascotee River, et al.....	
(N) St. Marks River.....	1,711,000
HAWAII	
(N) Kahului Harbor.....	944,500
(NS) Kahaluu.....	
(FS) Lava barriers, Island of Hawaii.....	
(NS) Maalaea Bay area.....	
(HFP) Hilo Harbor seawall.....	7,000,000
ILLINOIS	
(N) Illinois Waterway, dup. docks.....	114,652,000
INDIANA	
(N) Calumet Harbor.....	5,240,000
(N) Indiana Harbor.....	974,000
IOWA	
(FC) Coralville Reservoir bridge.....	1,180,000
(N) Decatur Bend Lake.....	155,000
(N) Dubuque Harbor.....	38,000
(FC) Upper Mississippi River Basin.....	12,000,000
KANSAS	
(MP) Wilson Dam and Reservoir.....	18,081,000
KENTUCKY	
(MP) Barkley Dam and Reservoir.....	146,000,000
(MP) Laurel River.....	21,900,000
(GC) Little Sandy River.....	11,900,000
(FC) Lynn Camp Creek.....	645,000
LOUISIANA	
(N) Bayou Lafourche and Lafourche jump.....	4,664,000
(N) Bayou Petit Anse, Tigre, and Carlin.....	106,000
(N) Calcasieu River and Pass.....	16,992,000
(FC) East Point levee.....	273,000
(N) Freshwater Bayou.....	7,485,000
(NS) Lake Ponchartrain.....	

List of projects by States, H.R. 7634—Con.

Estimated cost	
MAINE	
(NS) Calf Island-Rogue Island Bluffs to Seawall Point.....	
(N) Eastpoint Harbor.....	\$595,000
(FS) Ogunquit, et al. coastal areas.....	
(N) Pepperell Cove.....	170,000
(NS) Prospect Harbor.....	
(N) South Bristol Harbor.....	97,000
(N) Southwest Harbor.....	240,000
(N) Stonington Harbor.....	198,000
(N) Wells Harbor.....	340,000
(N) York Harbor.....	391,000
MARYLAND	
(FS) Patuxent River.....	
MASSACHUSETTS	
(BE) Cape Cod Canal to Provincetown.....	178,000
(FC) Chicopee River.....	5,180,000
(N) Conduit Harbor.....	320,000
(NS) Eel Pond at Menauhant.....	
(NS) Green Harbor at Marshfield.....	
(NS) Nauset Harbor.....	
(BE) Pemberton Point to Cape Cod Canal.....	139,300
(NS) Pleasant Bay.....	
(BE) Wessagusset Beach, Weymouth.....	132,000
(FC) Westfield River.....	3,240,000
MICHIGAN	
(NS) Bay de Noc.....	
(N) Manistee Harbor.....	1,735,000
(N) Marquette Harbor.....	236,000
(N) Menominee Harbor.....	715,000
(N) Presque Isle Harbor.....	215,800
(N) Trenton Shannel, Detroit River.....	8,570,000
MINNESOTA	
(N) Duluth-Superior Harbor, entrance channels.....	2,364,000
(N) Duluth-Superior Harbor, interior channels.....	2,513,000
(FC) Marshall.....	2,252,000
(N) Red Wing Harbor.....	170,400
(N) Two Harbors.....	162,000
MISSISSIPPI	
(N) Biloxi Harbor.....	326,000
(N) Natchez Harbor.....	350,000
(N) Pascagoula Harbor.....	Main.
(N) Mississippi River Channel.....	50,000,000
(FC) Pearl River.....	3,609,000
MISSOURI	
(MP) Missouri River Basin, all States in Basin: Corps of Engineers.....	207,000,000
Bureau of Reclamation.....	60,000,000
NEBRASKA	
(FC) Gering and Mitchell Valleys, mod.....	
NEVADA	
(FC) Gleason Creek.....	450,000
(FC) Las Vegas Wash.....	13,410,000
NEW HAMPSHIRE	
(N) Rye Harbor.....	238,000
NEW JERSEY	
(BE) Atlantic coast, Barnegat inlet to Cape May Canal.....	1,714,000
NEW MEXICO	
(MP) Rio Grande.....	58,300,000

List of projects by States, H.R. 7634—Con.

NEW YORK	
	Estimated cost
(BE-HFP) Atlantic coast, Fire Island inlet to Montauk Point.....	\$19,400,000
(N) Buffalo Harbor.....	2,352,000
(FC) Ithaca-Cayuga Inlet.....	3,950,000
(FC) Lackawanna-Smokes Creek.....	1,974,000
(N) Mamaroneck Harbor	105,000
(N) Moriches and Shinecock Inlets.....	6,858,000
(N) Rochester Harbor.....	2,445,000
(NS) Rye Harbor, Playland Marina.....	-----
NORTH CAROLINA	
(N) Ocracoke Inlet.....	4,623,000
NORTH DAKOTA	
(FC) Bismarck and Mandan.....	574,052
OHIO	
(N) Ashtabula Harbor.....	4,077,000
(N) Cleveland Harbor.....	2,486,000
(N) Fairport Harbor.....	2,768,000
(N) Lorain Harbor.....	19,323,000
(N) Sandusky Harbor.....	5,800,000
(N) Toledo Harbor.....	14,684,000
(MP) West Branch Mahoning River, mod.....	-----
OKLAHOMA	
(MP) Arkansas River Basin.....	179,000,000
(MP) Norman project.....	19,042,000
OREGON	
(MP) Columbia River Basin.....	148,000,000
(MP) Foster Reservoir, South Santiam River.....	17,340,000
PENNSYLVANIA	
(FC) Butler - Connoquessing Creek.....	1,558,700
(N) Erie Harbor.....	1,729,000
(FC) Latrobe - Loyahanna Creek.....	2,568,300
(BE) Presque Isle Peninsula, Main.....	-----
RHODE ISLAND	
(N) Apponaug Cove.....	180,000
(N) Little Narragansett Bay and Watch Hill Cove.....	98,000
(BE) South Kingston and Westerly.....	140,300
(FC) Woonsocket.....	2,970,000
SOUTH CAROLINA	
(NS) Beresford Creek.....	-----
(N) Shem Creek.....	Main.
SOUTH DAKOTA	
(FC) Cheyenne River.....	272,000
(MP) Fort Randall Reservoir bridge.....	6,375,000
(FC) Sioux Falls.....	560,000
(FC) Vermillion River.....	6,010,000
TEXAS	
(FC) Big Fossil Creek.....	1,861,400
(FC) Blleders Creek.....	1,060,000
(MP) Brazos River Basin.....	21,000,000
(FC) Fort Worth Floodway.....	2,241,000
(N) Texas City Channel.....	1,605,000
(N) Brazos Island Harbor.....	4,381,000
UTAH	
(MP) Little Dell Reservoir, Jordan River.....	6,060,000
VIRGINIA	
(FC) North Fork Reservoir.....	3,681,000
(NS) Sturgeon Creek.....	-----
WASHINGTON	
(N) Everett Harbor, Snohomish River.....	3,011,000
(NS) Point Roberts.....	-----
(NS) Ship canal, Tacoma to Seattle.....	-----

List of projects by States, H.R. 7634—Con.

WISCONSIN	
	Estimated cost
(N) Ashland Harbor.....	\$1,495,000
(N) Kewaunee Harbor.....	81,900
(N) Milwaukee Harbor.....	38,000
(NS) Washburn Harbor.....	-----
WEST VIRGINIA	
(N) Road to Hildebrand lock and dam.....	-----
Total amount of bill.....	1,582,798,352
CODE	
(N) Navigation.	
(FC) Flood control.	
(BE) Beach erosion control.	
(MP) Multiple purpose.	
(NS) Navigation survey.	
(FS) Flood-control surveys.	
(HFP) Hurricane flood protection.	
SUMMARY OF BILL	
TITLE I—RIVERS AND HARBORS	
	Estimated cost
Sec. 101:	
Navigation projects (63)---	\$317,201,300
Beach erosion control projects (9)-----	22,190,800
Monetary authorization (Barkley Dam) (1)-----	146,000,000
Sec. 105: Decatur Bend Lake (1)-----	155,000
Title I total (74)-----	485,547,100
TITLE II—FLOOD CONTROL	
	Estimated cost
Sec. 203:	
New projects or project modifications (44)-----	\$259,969,252
Increased basin authorizations (10)-----	736,240,000
Sec. 204: Merced River, Calif. (1)-----	12,000,000
Sec. 205: Mokelumne River, Calif. (1)-----	10,000,000
Sec. 208: Norman, Okla. (1)-----	19,042,000
Sec. 209: Missouri River Basin (1)-----	60,000,000
Title II, total (58)-----	1,097,251,252
Grand total (132)-----	\$1,582,798,352

GENERAL LEGISLATION

Beach erosion control amendments.
Small navigation projects, \$2 million annually.
Sale of excess land for port or industrial development.
Compilation and dissemination of information on floods and flood damages and hazards, \$1 million annually.
Use of existing public roads for access roads to projects, and replacement of roads to be relocated.
Title III: Evaluation of recreational benefits at water-resource development projects.
Title IV: Acquisition of lands and establishment of a study commission.

Mr. KERR. Mr. President, I ask that the committee amendments be agreed to en bloc and that the bill as thus amended be considered as original text for the purpose of amendment.

The PRESIDING OFFICER. Is there objection? The Chair hears none, and it is so ordered.

The committee amendments agreed to en bloc are as follows:

On page 2, after line 11, to insert:

"Eastport Harbor, Maine: Senate Document Numbered 98, Eighty-sixth Congress, at an estimated cost of \$595,000."

After line 23, to insert:

"York Harbor, Maine: House Document Numbered 395, Eighty-sixth Congress, at an estimated cost of \$391,000;

"Pepperell Cove, Maine: House Document Numbered 284, Eighty-sixth Congress, at an estimated cost of \$170,000;

"Rye Harbor, New Hampshire: Report of the Board of Engineers for Rivers and Harbors, dated March 30, 1960, at an estimated cost of \$238,000."

On page 3, after line 11, to insert:

"Little Narragansett Bay and Watch Hill Cove, Rhode Island and Connecticut: House Document Numbered 396, Eighty-sixth Congress, at an estimated cost of \$98,000."

After line 17, to insert:

"Mamaroneck Harbor (East Basin), New York: House Document Numbered 209, Eighty-sixth Congress, at an estimated cost of \$105,000;

"Wilmington Harbor, Delaware: Senate Document Numbered 88, Eighty-sixth Congress, at an estimated cost of \$351,000;

"Ocracoke Inlet, North Carolina: House Document Numbered 408, Eighty-sixth Congress, at an estimated cost of \$4,623,000."

On page 4, after line 14, to insert:

"Palm Beach Harbor, Lake Worth Inlet, Florida: House Document Numbered 283, Eighty-sixth Congress, at an estimated cost of \$4,980,000."

After line 20, to insert:

"Little Pass, Clearwater Bay, Florida: House Document Numbered 293, Eighty-sixth Congress, at an estimated cost of \$104,000;

"St. Marks River, Florida: House Document Numbered 224, Eighty-sixth Congress, at an estimated cost of \$1,711,000."

On page 5 after line 4, to insert:

"Biloxi Harbor, Mississippi: House Document Numbered 271, Eighty-sixth Congress, at an estimated cost of \$326,000."

After line 12, to insert:

"Freshwater Bayou, Louisiana: Report of the Board of Engineers for Rivers and Harbors, dated March 31, 1960, at an estimated cost of \$7,485,000;

"Calcasieu River and Pass, Louisiana: Report of the Board of Engineers for Rivers and Harbors, dated May 6, 1960, at an estimated cost of \$16,992,000."

After line 18, to strike out:

"Gulf Intracoastal Waterway, channel to Port Mansfield, Texas: Senate Document Numbered 11, Eighty-sixth Congress, at an estimated cost of \$3,431,000."

After line 21, to insert:

"Texas City Channel, Texas: Report of the Chief of Engineers, dated May 27, 1960, at an estimated cost of \$1,605,000;

"Brazos Island Harbor, Texas: Report of the Board of Engineers for Rivers and Harbors, dated May 6, 1960, at an estimated cost of \$4,381,000;

"Ouachita and Black Rivers, Arkansas and Louisiana: Report of the Board of Engineers for Rivers and Harbors, dated February 18, 1960, in lieu of the navigation project authorized by the River and Harbor Act of 1950, Public Law 516, Eighty-first Congress, Senate Document Numbered 117, Eighty-first Congress, at an estimated cost of \$43,550,000."

On page 6, line 14, after "\$146,000,000;", to insert a colon and "Provided, That the Chief of Engineers is hereby authorized to relocate the Illinois Central Railroad, as required by the construction of said project, in such manner as to eliminate and prevent interference with and disturbance of municipal and private facilities in Lyon County, Kentucky, not otherwise affected by the construction of the project, substantially in accordance with alignment 'D' shown on the plans on file in the Office of the Chief of Engineers;

"Illinois Waterway, Illinois and Indiana: House Document Numbered 31, Eighty-sixth Congress, at an estimated cost of \$114,652,000."

On page 7, after line 10, to insert:

"Milwaukee Harbor, Wisconsin: House Document Numbered 285, Eighty-sixth Congress, at an estimated cost of \$38,000."

On page 8, after line 9, to insert:

"Manistee Harbor, Michigan: House Document Numbered 358, Eighty-sixth Congress, at an estimated cost of \$1,735,000;

"Detroit River, Trenton Channel, Michigan: House Document Numbered 319, Eighty-sixth Congress, at an estimated cost of \$8,570,000."

On page 9, after line 7, to insert:

"Fairport Harbor, Ohio: House Document Numbered 347, Eighty-sixth Congress, at an estimated cost of \$2,768,000."

After line 19, to insert:

"Rochester Harbor, New York: House Document Numbered 409, Eighty-sixth Congress, at an estimated cost of \$2,445,000;

"Los Angeles and Long Beach Harbors (West Basin), California: House Document Numbered 401, Eighty-sixth Congress, at an estimated cost of \$1,768,000;

"Monterey Harbor (Monterey Bay), California: House Document Numbered 219, Eighty-sixth Congress, at an estimated cost of \$3,989,000;

"Noyo River and Harbor, California: House Document Numbered 289, Eighty-sixth Congress, at an estimated cost of \$370,000;

"Snohomish River (Everett Harbor), Washington: House Document Numbered 348, Eighty-sixth Congress, at an estimated cost of \$3,011,000."

On page 10, after line 14, to insert:

"Hilo Harbor, Hawaii: Emergency construction of a seawall to protect against tidal waves and excessive high tides, in accordance with plans on file in the office of the Chief of Engineers, at an estimated cost of \$7,000,000."

After line 19, to insert:

"Wessagussett Beach, Weymouth, Massachusetts: House Document Numbered 334, Eighty-sixth Congress, at an estimated cost of \$132,000;

"Pemberton Point to Cape Cod Canal, Massachusetts: House Document Numbered 272, Eighty-sixth Congress, at an estimated cost of \$139,300;

"Cape Cod Canal to Provincetown, Massachusetts: House Document Numbered 404, Eighty-sixth Congress, at an estimated cost of \$178,000."

On page 11, after line 6, to insert:

"Atlantic Coast of Long Island, Fire Island Inlet to Montauk Point, New York: Report of the Chief of Engineers, dated May 27, 1960, at an estimated cost of \$19,400,000;

"New Jersey Coast from Barnegat Inlet to Cape May Canal, New Jersey: House Document Numbered 208, Eighty-sixth Congress, at an estimated cost of \$1,714,000."

After line 15, to insert:

"Presque Isle Peninsula, Erie, Pennsylvania: House Document Numbered 397, Eighty-sixth Congress, periodic nourishment;

"Orange County, Newport Bay to San Mateo Creek, California: House Document Numbered 398, Eighty-sixth Congress, at an estimated cost of \$256,000."

On page 12, after line 8, to insert:

"SEC. 103. That the last paragraph of section 2 of the River and Harbor Act of July 3, 1930 (46 Stat. 933 at 945) pertaining to cooperative shore erosion studies and to the Beach Erosion Board, is hereby amended to read as follows:

"The Chief of Engineers of the United States Army, under the direction of the Secretary of the Army, is authorized and directed to cause investigations and studies to be made in cooperation with the appropriate agencies of the various States on the Atlantic, Pacific, and Gulf coasts and on the Great Lakes, and of the States of Alaska and Hawaii, the Commonwealth of Puerto Rico, and the possessions of the United States, with a view to devising effective means of

preventing erosion of the shores of coastal and lake waters by waves and currents; and any expenses incident and necessary thereto may be paid from funds appropriated for General Investigations, Civil Functions, Department of the Army: *Provided*, That the Department of the Army may release to the appropriate cooperating agencies information obtained by these investigations and studies prior to the formal transmission of reports to Congress: *Provided further*, That no money shall be expended under authority of this section in any State which does not provide for cooperation with the agents of the United States and contribute to the project such funds or services as the Secretary of the Army may deem appropriate and require; that there shall be organized under the Chief of Engineers, United States Army, a Board of seven members, of whom four shall be officers of the Corps of Engineers and three shall be civilian engineers selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection, preferably from among the State agencies cooperating with the Department of the Army. The Board will furnish such technical assistance as may be directed by the Chief of Engineers in the conduct of such studies as may be undertaken and will review the reports of the investigations made. In the consideration of such studies as may be referred to the Board by the Chief of Engineers, the Board shall, when it considers it necessary and with the sanction of the Chief of Engineers, make, as a board or through its members personal examination of localities under investigation: *Provided further*, That the civilian members of the Board may be paid at rates not to exceed \$100 a day for each day of attendance at Board meetings, not to exceed thirty days per annum, in addition to the traveling and other necessary expenses connected with their duties on the Board in accordance with the provisions of section 5 of the Administrative Expenses Act of 1946, as amended (5 U.S.C. 73b-2)."

On page 14, after line 6, to insert:

"SEC. 104. (a) That the Secretary of the Army is authorized and directed to donate and convey by quitclaim deed to the Ship Canal Authority of the State of Florida all of the right, title, and interest of the United States of America in and to—

"(1) lands in Putnam County, Florida, acquired by the United States of America by condemnation proceedings in the United States District Court for the Southern District of Florida, Jacksonville Division, as case numbered 356 U.S.J. Civil; and (2) lands in Marion County, Florida, acquired by the United States of America by condemnation proceedings instituted in the United States District Court for the Southern District of Florida, Ocala Division, as cases numbered 9, 10, 11, 12, 13, 14, 15, 16, and 22, U.S. Ocala Civil.

"(b) It is intended hereby to authorize and direct the conveyance of all lands heretofore acquired by the United States with funds provided by the said authority for rights-of-way for a proposed ship canal across Florida.

"(c) The conveyance authorized by this section shall be made without monetary consideration therefor but upon the conditions that the Ship Canal Authority of the State of Florida will, without cost to the United States: (1) when called upon by the Chief of Engineers, United States Army, to do so, reconvey to the United States, free of any encumbrances placed thereon during ownership by said authority, those lands conveyed pursuant to this section that are required for the Cross Florida Barge Canal; (2) relocate any roads, bridges, or utility lines constructed on or across such lands after the conveyance under this section by the United States, if the relocation thereof is

required by the Chief of Engineers; (3) maintain and preserve improvements previously constructed upon the land by the Federal Government in a manner that will not increase the cost of the barge canal project; (4) hold the United States safe and free from any damages resulting from the aforementioned construction; and (5) devote the proceeds from sales of any lands conveyed to it under this section solely for the acquisition, for transfer to the United States free of cost, of any other lands required for the barge canal project.

"(d) Nothing in this section shall be construed as a limitation on the right of the Ship Canal Authority of the State of Florida to sell any of the lands that, in the opinion of the United States Army District Engineer at Jacksonville, Florida, will not be required for the Cross Florida Barge Canal. Any surveys or descriptions required to permit the disposal of any such lands shall be paid for by the Ship Canal Authority of the State of Florida if desired by said Authority prior to the appropriation of funds therefor by the Federal Government.

"(e) Nothing in this section shall be construed as a waiver of the obligation of the Ship Canal Authority of the State of Florida to (1) furnish without cost to the United States, all lands, easements, and rights-of-way necessary for the construction of the Cross-Florida Barge Canal as authorized by the Act of July 23, 1942 (56 Stat. 703); (2) hold and save the United States free from any damages resulting from the construction of said barge canal; and (3) to take over, maintain and operate all highways, bridges, and roadways built in connection with the said barge canal project."

On page 16, after line 16, to insert:

"SEC. 105. That the project for improvement of the Missouri River between Sioux City, Iowa, and the mouth, authorized by the River and Harbor Act approved March 2, 1945, is hereby modified to provide for a lake in the abandoned river channel of the Missouri River between river miles 710 and 715 for recreational purposes, by means of: (a) Construction of a levee extending along the left bank of the new channel to be constructed in the Middle Decatur Bend area of the Missouri River; and (b) construction of hydraulic-fill closures at both ends of the old channel, substantially in accordance with plans to be prepared by the Chief of Engineers, at an estimated Federal cost of \$155,000: *Provided*, That responsible local interests furnish assurances satisfactory to the Secretary of the Army that they will (a) hold and save the United States free from damages; and (b) maintain and operate the project modification after completion in accordance with regulations to be prescribed by the Secretary of the Army."

On page 17, after line 9, to insert:

"SEC. 106. The Corps of Engineers is authorized and directed to accept as a project feature the cost of necessary improvement of that section of West Virginia State Secondary Route 40/5 approximately eighty-five one-hundredths mile in length, from its junction with State Route 40 to its terminus near the Hildebrand lock and dam site on the Monongahela River in order to provide access thereto. This authority is provided with the understanding that this method will provide necessary access to the project at the least expenditure of Federal funds, and further that the State of West Virginia will accept as its responsibility the future maintenance of the road."

After line 21, to insert:

"SEC. 107. (a) That the Secretary of the Army is hereby authorized to allot from any appropriations heretofore or hereafter made for rivers and harbors not to exceed \$2,000,000 for any one fiscal year for the construction of small river and harbor improvement projects not specifically authorized by Congress which will result in substantial benefits to

navigation and which can be operated consistently with appropriate and economic use of the waters of the Nation for other purposes, when in the opinion of the Chief of Engineers such work is advisable, if benefits are in excess of the cost.

"(b) Not more than \$200,000 shall be allotted for the construction of a project under this section at any single locality and the amount allotted shall be sufficient to complete the Federal participation in the project under this section.

"(c) Local interests shall provide without cost to the United States all necessary lands, easements, and rights-of-way for all projects to be constructed under the authority of this section. In addition, local interests may be required to hold and save the United States free from damages that may result from the construction and maintenance of the project and may be required to provide such additional local cooperation as the Chief of Engineers deems appropriate. A State, county, municipality or other responsible local entity shall give assurance satisfactory to the Chief of Engineers that such conditions of cooperation as are required will be accomplished.

"(d) Non-Federal interests may be required to share in the cost of the project to the extent that the Chief of Engineers deems that such cost should not be borne by the Federal Government in view of the recreational or otherwise special or local nature of the project benefits.

"(e) Each project for which money is allotted under this section shall be complete in itself and not commit the United States to any additional improvement to insure its successful operation, other than routine maintenance, and except as may result from the normal procedure applying to projects authorized after submission of survey reports, and projects constructed under the authority of this section shall be considered as authorized projects.

"(f) This section shall apply to, but not be limited to, the provision of low water access navigation channels from the existing channel of the Mississippi River to established harbor areas located along the Mississippi River."

On page 19, after line 14, to insert:

"SEC. 108. (a) That whenever the Secretary of the Army, upon the recommendation of the Chief of Engineers, determines that notwithstanding the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, with respect to disposal of surplus real property, (1) the development of public port or industrial facilities on land which is part of a water resource development project under his jurisdiction will be in the public interest; (2) that such development will not interfere with the operation and maintenance of the project; and (3) that disposition of the property for these purposes under this section will serve the objectives of the project within which the land is located, he may convey the land by quitclaim deed to a State, political subdivision thereof, port district, port authority, or other body created by the State or through a compact between two or more States for the purpose of developing or encouraging the development of such facilities. In any case, where two or more political subdivisions thereof, or bodies created by, a State or group of States, seek to obtain the same land, the Secretary of the Army shall give preference to that political subdivision, or body whose intended use of land will, in his opinion, best promote the purposes for which the project involved was authorized.

"(b) Any conveyance authorized by this section shall be made at the fair market value of the land, as determined by the Secretary of the Army, upon condition that the property shall be used for one of the purposes

stated in the subsection (a) of this section only, and subject to such other conditions, reservations, or restrictions as the Secretary may determine to be necessary for the development, maintenance, or operation of the project or otherwise in the public interest.

"(c) Prior to the conveyance of any land under the provisions of this section, the Secretary of the Army shall, in the manner he deems reasonable, give public notice of the proposed conveyance and afford an opportunity to interested eligible bodies in the general vicinity of the land to apply for its purchase.

"(d) The Secretary of the Army may delegate any authority conferred upon him by this section to any officer or employee of the Department of the Army. Any such officer or employee shall exercise the authority so delegated under rules and regulations approved by the Secretary.

"(e) The proceeds from any conveyance made under the provisions of this section shall be covered into the Treasury as miscellaneous receipts."

On page 21, at the beginning of line 11, to change the section number from "103" to "109"; after line 14, to insert: "Prospect Harbor, Maine."

At the top of page 22, to insert:

"Channel across Santa Rosa Peninsula and Santa Rosa Island, Florida, to connect East Bay with Santa Rosa Sound and Little Sabine Bay with the Gulf of Mexico."

After line 4, to insert:

"Channel from vicinity of Avalon, Florida, to the waters of Escambia Bay."

After line 8, to insert:

"Little Bay De Noc, Michigan."

After line 9, to insert:

"Ship Canal between Tacoma and Seattle, Washington."

After line 11, to insert:

"Point Roberts, Washington."

After line 12, to insert:

"Deep-water harbor in the Maalaea Bay Area, Island of Maui, Hawaii."

After line 14, to insert:

"Deep-water harbor at Kahaluu, Island of Oahu, Hawaii."

At the beginning of line 17, to change the section number from "104" to "110"; in line 18, after the word "of", to strike out "1959" and insert "1960"; on page 25, after line 3, to insert:

"CONNECTICUT RIVER BASIN

"The plan for flood protection on the Chicopee River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$5,180,000.

"The project for flood protection on the Westfield River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$3,240,000.

"The plan for flood control and related purposes on the Farmington River, Connecticut and Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated March 29, 1960, at an estimated cost of \$12,052,000."

After line 20, to insert:

"PAWCATUCK, CONNECTICUT

"The project for hurricane-flood protection at Pawcatuck, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 212, Eighty-sixth Congress, at an estimated Federal cost of \$409,000."

On page 26, after line 3, to insert:

"HOUSATONIC RIVER BASIN

"The project for flood control dams and reservoirs on the Naugatuck River, Connecticut, is hereby authorized substantially in

accordance with the recommendations of the Chief of Engineers in House Document Numbered 372, Eighty-sixth Congress, at an estimated cost of \$10,230,000."

After line 9, to insert:

"STAMFORD, CONNECTICUT

"The project for hurricane-flood protection at Stamford, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 210, Eighty-sixth Congress, at an estimated Federal cost of \$3,030,000 for construction, and at an estimated Federal cost of maintenance and operation of \$31,000 annually."

In line 20, after the word "of", to strike out "\$1,000,000" and insert "\$23,000,000"; in line 24, after the word "Congress", to insert a comma and "and such comprehensive plan is hereby modified to include the following:

"The project for canals, levees, and water control and drainage structures in the Nicodemus Slough area, Glades County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers contained in Senate Document Numbered 53, Eighty-sixth Congress, at an estimated cost of \$318,000.

"That the levees around Lake Okeechobee, Florida, authorized by the Rivers and Harbors Act approved July 3, 1930, and modified by the Flood Control Act approved June 30, 1948, and subsequent Acts, shall be known and designated as the Herbert Hoover Dike, and any law, regulation, document, or record of the United States in which such levees are referred to under any other name or designation shall be held to refer to such levees as the Herbert Hoover Dike."; on page 27, after line 15, to insert:

"PEARL RIVER, MISSISSIPPI

"The project for flood protection on the Pearl River at Jackson, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated May 6, 1960, at an estimated cost of \$3,609,000."

After line 21, to insert:

"LOWER MISSISSIPPI RIVER

"The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items of work and the authorization for said project is increased accordingly:

"(a) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000 to provide for the continued prosecution of the channel improvement feature of the project.

"(b) Natchez Harbor, Mississippi: In accordance with the recommendations of the Division Engineer in Senate Document Numbered 16, Eighty-sixth Congress, at an estimated cost of \$350,000."

On page 28, after line 12, to strike out:

"TRINITY RIVER BASIN

"The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is modified to provide for construction of the Bardwell Reservoir on Waxahachie Creek, in the Richland, Chambers, and Cedar Creeks watershed, at an estimated ultimate net Federal cost for construction in addition to that now authorized of \$5,104,000, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 424, Eighty-fifth Congress."

And, in lieu thereof, to insert:

"The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is hereby modified to include the following projects:

"(a) The project for flood protection on Big Fossil Creek in the Richland Hills area, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 407, Eighty-sixth Congress, at an estimated cost of \$1,861,400.

"(b) Modification and extension of the Forth Worth Floodway on the West Fork of the Trinity River and tributaries, at Fort Worth, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 402, Eighty-sixth Congress, at an estimated cost of \$2,241,000."

On page 29, after line 20, to insert:

"BRAZOS RIVER BASIN, TEXAS

"In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$21,000,000, for the prosecution of the comprehensive plan for the Brazos River Basin authorized by the Flood Control Act of September 3, 1954."

On page 30, after line 3, to insert:

"RED-OUACHITA RIVER BASIN

"The general plan for flood control and other purposes on Red River, Texas, Oklahoma, Arkansas, and Louisiana, below Denison Dam, Texas and Oklahoma, as authorized by the Flood Control Act of 1946, and amended and supplemented by subsequent Acts of Congress, is hereby further modified to provide for additional improvements for flood control, drainage, and other purposes, substantially in accordance with the recommendations of the Chief of Engineers as follows:

"(a) McKinney Bayou, Arkansas and Texas: House Document Numbered 220, Eighty-sixth Congress, at an estimated cost of \$346,400.

"(b) Maniece Bayou, Arkansas: House Document Numbered 288, Eighty-sixth Congress, at an estimated cost of \$668,400.

"(c) East Point, Louisiana: House Document Numbered 406, Eighty-sixth Congress, at an estimated cost of \$273,000.

"(d) Garland City, Arkansas, Emergency Bank Protection: In accordance with plans on file in the Office of Engineers, at an estimated cost of \$1,750,000."

On page 31, line 3, after the word "or", to strike out "\$32,000,000" and insert "\$50,000,000"; after line 7, to insert:

"Modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Arkansas, is hereby authorized substantially in accordance with plan III, as contained in House Document Numbered 225, Eighty-sixth Congress, at an estimated cost of \$1,322,000."

On page 32, line 2, after the word "of", where it appears the first time, to strike out "\$94,000,000" and insert "\$179,000,000"; after line 4, to insert:

"RIO GRANDE BASIN

"The project for improvement of the Rio Grande Basin, is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 94, Eighty-sixth Congress, at an estimated cost of \$58,300,000.

"The approval granted above shall be subject to the following conditions and limitations:

"Cochiti Reservoir, Gallstee Reservoir, and all other reservoirs constructed by the Corps of Engineers as a part of the Middle Rio Grande project will be operated solely for flood control and sediment control, as described below:

"(a) The outflow from Cochiti Reservoir during each spring flood and thereafter will be at the maximum rate of flow that can be carried at the time in the channel of Rio Grande through the middle valley without causing flooding of areas protected by levees or unreasonable damage to channel protective works: *Provided*, That whenever during

the months of July, August, September, and October, there is more than two hundred twelve thousand acre-feet of storage available for regulation of summer floods and the inflow to Cochiti Reservoir (exclusive of that portion of the inflow derived from upstream flood-control storage) is less than one thousand five hundred cubic feet per second, no water will be withdrawn from storage in Cochiti Reservoir and the inflow derived from upstream flood-control storage will be retained in Cochiti Reservoir.

"(b) Releases of water from Gallstee Reservoir and Jemez Canyon Reservoir during the months of July, August, September, and October, will be limited to the amounts necessary to provide adequate capacity for control of subsequent summer floods; and such releases when made in these months, or thereafter, will be at the maximum rate practicable under the conditions at the time.

"(c) Subject to the foregoing, the storage of water in and the release of water from all reservoirs constructed by the Corps of Engineers as part of the Middle Rio Grande project will be done as the interests of flood and sediment control may dictate: *Provided*, That the Corps of Engineers will endeavor to avoid encroachment on the upper two hundred and twelve thousand acre-feet of capacity in Cochiti Reservoir, and all reservoirs will be evacuated completely on or before March 31 of each year: *And provided further*, That when estimates of anticipated streamflow made by appropriate agencies of the Federal Government indicate that the operation of reservoirs constructed as a part of the Middle Rio Grande project may affect the benefits accruing to New Mexico or Colorado, under the provisions of the eighth unnumbered paragraph of article VI of the Rio Grande compact, releases from such reservoirs shall be regulated to produce a flow of ten thousand cubic feet per second at Albuquerque, or such greater or lesser rate as may be determined by the Chief of Engineers at the time to be the maximum safe flow, whenever such operation shall be requested by the Rio Grande compact commissioner for New Mexico or the commissioner for Colorado, or both, in writing prior to commencement of such operation.

"(d) All reservoirs of the Middle Rio Grande project will be operated at all times in the manner described above in conformity with the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande Compact Commission: *Provided*, That whenever the Corps of Engineers determines that an emergency exists affecting the safety of major structures or endangering life and shall so advise the Rio Grande Compact Commission in writing these rules of operation may be suspended during the period of and to the extent required by such emergency.

"(e) The foregoing regulations shall not apply to storage capacity which may be allocated to permanent pools for recreation and fish and wildlife propagation: *Provided*, That the water required to fill and maintain such pools is obtained from sources entirely outside the drainage basin of the Rio Grande."

On page 35, after line 5, to insert:

"UPPER MISSISSIPPI RIVER BASIN

"In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$12,000,000 for the prosecution of the comprehensive plan for the Upper Mississippi River Basin, approved in the Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress.

"The flood protection project on Redwood River at Marshall, Minnesota, is hereby au-

thorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$2,252,000.

"The project for the Coralville Reservoir on Iowa River, Iowa, as authorized by the Act of June 28, 1938 (52 Stat. 1215), is hereby modified to provide for construction of a highway bridge across said reservoir at or near the Mehaffy site, to replace the existing bridge crossing of Johnson County on County Road Y, under the direction of the Secretary of the Army and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, at an estimated cost of not to exceed \$1,180,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the bridge."

On page 36, line 8, after the word "of", to strike out "\$132,000,000" and insert "\$207,000,000"; after line 12, to insert:

"The report of the Chief of Engineers on Wilson Dam and Reservoir, Saline River, Kansas, submitted in compliance with Public Law 505, Eighty-fourth Congress, published as Senate Document Numbered 96, Eighty-sixth Congress, is hereby approved, and construction of the project as a unit of the comprehensive plan of improvement for the Missouri River Basin authorized by the Flood Control Act approved December 22, 1944, is hereby authorized at an estimated cost of \$18,081,000."

After line 21, to insert:

"The project for flood protection in the Gering and Mitchell Valleys, Nebraska, authorized by the Flood Control Act of July 3, 1958 (Public Law 500, Eighty-fifth Congress), in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 139, 84th Congress, is hereby modified to provide for such revisions in project scope and purposes due to changed conditions as may be found necessary by the Chief of Engineers, to provide needed protection in Gering Valley: *Provided*, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility report, which shall be coordinated with the Soil Conservation Service, for the approval of the Public Works Committees of the Congress which shall set forth the plan of improvement, its economic justification, and his recommendations for local cooperation."

On page 37, after line 12, to insert:

"The project for flood protection at Sioux Falls, South Dakota, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, Eighty-third Congress, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 133, Eighty-fourth Congress, is hereby modified to provide for extension of the authorized project to include flood protection in the reach between Western Avenue and Cherry Rock Dam, in accordance with plans to be prepared by the Chief of Engineers, at an estimated cost of \$560,000: *Provided*, That local interests agree to: (a) Furnish without costs to the United States all lands, easements, and rights-of-way; (b) hold and save the United States free from damages; (c) make all necessary relocation and utility changes; and (d) maintain and operate the project after completion."

On page 38, after line 3, to insert:

"The project for flood protection on Vermillion River, South Dakota, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report, dated February 16, 1960, at an estimated cost of \$6,010,000."

After line 8, to insert:

"That the Fort Randall Dam and Reservoir project, South Dakota, is modified to provide for construction of a free highway

bridge over the Missouri River at an appropriate location west of Platte, South Dakota, under the direction of the Secretary of the Army and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, in order to provide adequate crossing facilities over such river for highway traffic in the area and in replacement of the closure of the Wheeler Bridge by reason of construction of said reservoir at a cost not to exceed \$6,375,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the bridge."

After line 23, to insert:

"The project for flood protection on Cheyenne River and tributaries, South Dakota and Wyoming, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 280, Eighty-sixth Congress, at an estimated cost of \$272,000."

On page 39, after line 3, to insert:

"That (a) the general comprehensive plan for flood control and other purposes in the Missouri River Basin, as authorized by the Act of June 28, 1938 (52 Stat. 1215), and as modified and expanded by subsequent Acts, if further modified to include the payment by the Corps of Engineers of \$346,500 to the city of Bismarck, North Dakota, and \$227,552 to the city of Mandan, North Dakota, from funds heretofore or hereafter appropriated for the Fort Peck, Garrison, or Oahe Dam and Reservoir projects, in order to provide part of the Federal compensation to such cities, recommended by the board of engineers consultants in their report on effect of Missouri River reservoirs on sewage facilities at Mandan and Bismarck, North Dakota, dated January 1956, for the cost of construction of sewage treatment works made necessary by the construction by the Federal Government of dams and reservoirs on the Missouri River; the total estimated cost of such construction being \$770,000 in the case of the city of Bismarck and \$505,671 in the case of the city of Mandan. The remaining part of such Federal compensation shall be provided under the provisions of subsection (d) hereof.

"(b) Amounts authorized under the provisions of this item may be paid in a single payment or in such installments as the Chief of Engineers deems appropriate to carry out the provisions of this item. No payment shall be made under such provisions until a showing is made satisfactory to the Chief of Engineers, that the city to receive such payment is ready to proceed with the construction for which the payment is authorized, and is able to finance its portion amounting to 25 per centum of the cost of such construction.

"(c) The Chief of Engineers may require such reports with respect to the expenditure of any amounts paid under the provisions of this item as may be necessary to carry out such provisions.

"(d) In addition to the amounts to be paid under the provisions of the foregoing subsections (a), (b), and (c), and for the same purposes, the Surgeon General of the Public Health Service shall pay \$231,000 to the city of Bismarck, North Dakota and \$151,701 to the city of Mandan, North Dakota. Payments under the provisions of this item shall be (1) from funds allotted to the State of North Dakota for the fiscal year beginning July 1, 1960, under the provisions of section 6 of the Federal Water Pollution Control Act, and (2) made without regard to the provisions of such Act other than subsection (e) of section 6 and the regulations prescribed to carry out such subsection."

On page 41, after line 1, to insert:

"The project for flood protection on Lynn Camp Creek at Corbin, Kentucky, is hereby

authorized substantially in accordance with the recommendations of the Chief of Engineers in the House Document Numbered 282, Eighty-sixth Congress, at an estimated cost of \$645,000.

"The project for flood control and allied purposes on Laurel River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered —, Eighty-sixth Congress, at an estimated cost of \$21,900,000.

"The project for flood control and allied purposes on Little Sandy River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated February 16, 1960, at an estimated cost of \$11,900,000."

After line 22, to insert:

"The project for flood protection on Loyallanna Creek at Latrobe, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 383, Eighty-sixth Congress, at an estimated cost of \$2,568,300."

On page 42, after line 9, to insert:

"The project for flood protection on the West Branch of the Mahoning River, Ohio, authorized in Public Law 85-500, in accordance with the recommendations of the Chief of Engineers in House Document 191, Eighty-fifth Congress, is hereby modified to provide that the entire local share of cost for water for pollution abatement and for municipal and industrial water supply purposes is \$5,200,000, of which \$3,230,000 will be paid in cash during construction, and the unpaid balance at the time the project is placed in useful operation, \$1,970,000, may be paid in cash at that time or repaid on an annual basis in accordance with the principles of title III of said Public Law 85-500."

On page 43, after line 7, to insert:

"GILA RIVER BASIN

"The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000."

After line 14, to insert:

"WHITEWATER RIVER BASIN, CALIFORNIA

"The project for flood protection on Tahchevah Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 171, Eighty-sixth Congress, at an estimated cost of \$1,658,000."

On page 44, line 5, after the word "of", to strike out "\$30,000,000" and insert "\$32,000,000"; after line 13, to insert:

"SACRAMENTO RIVER BASIN

"The project for flood protection on the Sacramento River, California, authorized by the Flood Control Act approved March 1, 1917, as amended and modified by subsequent Acts of Congress, is further modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 103, Eighty-sixth Congress, and there is hereby authorized to be appropriated the sum of \$14,240,000 for the prosecution of the initial phase of bank erosion control works and set-back levees on the Sacramento River."

At the top of page 45, to insert:

"LAS VEGAS WASH, NEVADA

"The project for flood protection on Las Vegas Wash and tributaries, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered

405, Eighty-sixth Congress, at an estimated cost of \$13,410,000."

After line 6, to insert:

"GLEASON CREEK, NEVADA

"The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document 388, Eighty-sixth Congress, at an estimated cost of \$450,000."

After line 12, to insert:

"GREAT SALT BASIN, UTAH

"The project for flood protection on the Salt Lake City Streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000."

In line 21, after the word "of", to strike out "\$90,000,000" and insert "\$148,000,000"; on page 46, line 3, after "July 3," to strike out "1958." and insert "1958, and these projects and plans are hereby modified to include: The project for construction of the Foster Reservoir on the South Santiam River, Willamette River Basin, Oregon, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 104, Eighty-sixth Congress, at an estimated cost of \$17,340,000."

After line 11, to insert:

"SEC. 204. That, in recognition of the flood-control accomplishments of the multiple-purpose Merced River development including the Bagby, New Exchequer, and Snelling Dams and Reservoirs, proposed to be constructed on the Merced River by the Merced Irrigation District of California, there is hereby authorized to be appropriated a monetary contribution toward the construction cost of such development and the amount of such contribution shall be determined by the Secretary of the Army in cooperation with the Merced Irrigation District, subject to a finding by the Secretary of the Army, approved by the President, of economic justification for allocation of the amount of flood control, such funds to be administered by the Secretary of the Army: *Provided*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the Merced Irrigation District shall have entered into an agreement providing for operation of the dams and reservoirs in such manner as will produce the flood-control benefits upon which the monetary contribution is predicated, and such operation of the dams and reservoirs for flood control shall be in accordance with rules prescribed by the Secretary of the Army pursuant to the provisions of section 7 of the Flood Control Act of 1944 (58 Stat. 890): *Provided further*, That the funds appropriated under this authorization shall be administered by the Secretary of the Army in a manner which shall assure that the annual Federal contribution during the project construction period does not exceed the percentage of the annual expenditure for the dams and reservoirs which the total flood-control contribution bears to the total cost of the dams and reservoirs: *And provided further*, That, unless construction of the development is undertaken within four years from the date of enactment of this Act, the authority for the monetary contribution contained herein shall expire."

On page 47, after line 20, to insert:

"SEC. 205. That, in recognition of the flood control accomplishments of the multiple purpose dam and reservoir (or dams and reservoirs) proposed to be constructed on the Mokelumne River by the East Bay Municipal Utility District of Oakland, California, there is hereby authorized to be appropriated a monetary contribution toward the construction cost of such dam and

reservoir (or dams and reservoirs) and the amount of such contributions shall be determined by the Secretary of the Army in cooperation with the East Bay Municipal Utility District, and the Secretary of the Interior, subject to a finding by the Secretary of the Army, approved by the President, of economic justification for allocation of the amount of flood control, such funds to be administered by the Secretary of the Army: *Provided*, That the plan of improvement proposed by the East Bay Municipal Utility District will afford a degree of flood control which in the opinion of the Secretary of the Army is adequate for the Mokelumne River as a part of the overall flood control program for the central valley: *Provided further*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the East Bay Municipal Utility District shall have entered into an agreement providing for operation of the dam or dams in such manner as will produce the flood control benefits upon which the monetary contribution is predicated, and such operation of the dam or dams for flood control shall be in accordance with rules prescribed by the Secretary of the Army pursuant to the provisions of section 7 of the Flood Control Act of 1944 (54 Stat. 890): *Provided further*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the East Bay Municipal Utility District shall have entered into an agreement to provide adequately for mitigation of the damages to fish and wildlife consistent with the other purposes of the project: *And provided further*, That the funds appropriated under this authorization shall be administered by the Secretary of the Army in a manner which shall assure that the annual Federal contribution during the project construction period does not exceed the percentage of the annual expenditure for the dam and reservoir (or dams and reservoirs) which the total flood control contribution bears to the total cost of the dam and reservoir (or dams and reservoirs)."

On page 49, after line 11, to insert:

"Sec. 206. (a) That, in recognition of the increasing use and development of the flood plains of the rivers of the United States and of the need for information on flood hazards to serve as a guide to such development, and as a basis for avoiding future flood hazards by regulation of use by States and municipalities, the Secretary of the Army, through the Chief of Engineers, Department of the Army, is hereby authorized to compile and disseminate information on floods and flood damages, including identification of areas subject to inundation by floods of various magnitudes and frequencies, and general criteria for guidance in the use of flood plain areas; and to provide engineering advice to local interests for their use in planning to ameliorate the flood hazard: *Provided*, That the necessary surveys and studies will be made and such information and advice will be provided for specific localities only upon the request of a State or a responsible local governmental agency and upon approval by the Chief of Engineers.

"(b) The Secretary of the Army is hereby authorized to allot, from any appropriations heretofore or hereafter made for flood control, sums not to exceed \$1,000,000 in any one fiscal year for the compilation and dissemination of such information."

On page 50, after line 9, to insert:

"Sec. 207. (a) That whenever, in connection with the construction of any authorized flood control, navigation or multiple-purpose project for the development of water resources, the Chief of Engineers, under the direction of the Secretary of the Army, determines it to be in the public interest to utilize existing public roads as a means of providing access to such projects during construction, he may, at his discretion, im-

prove, reconstruct and maintain such roads and he may contract with the local authority having jurisdiction over the roads to accomplish the necessary work. The accomplishment of such work may be carried out with or without obtaining any interest in the land on which the road is located in accordance with mutual agreement between the parties: *Provided*, (1) That the Chief of Engineers determines that such work would result in a saving in Federal cost as opposed to the cost of providing a new access road at Federal expense, (2) That, at the completion of construction, the Chief of Engineers will, if necessary, restore the road to at least as good condition as prior to the beginning of utilization for access during construction, and (3) That, at the completion of construction, the responsibility of the Chief of Engineers for improvement, reconstruction and maintenance shall cease.

"(b) That, for such water resources projects, under construction or to be constructed, when the taking by the Federal Government of an existing public road necessitates replacement, the substitute provided will as nearly as practicable serve in the same manner and reasonably as well as the existing road. The Chief of Engineers is authorized to construct such substitute roads to design standards comparable to those of the State in which the road is located, for roads of the same classification as the road being replaced. The traffic existing at the time of the taking shall be used in the determination of the classification."

On page 51, after line 18, to insert:

"Sec. 208. (a) That the Secretary of the Interior is authorized to construct, operate, and maintain the Norman Federal reclamation project, Oklahoma, in accordance with the Federal reclamation laws (Act of June 17, 1902, and Acts amendatory thereof or supplemental thereto), except so far as those laws are inconsistent with this section, for the principal purposes of storing, regulating, and furnishing water for municipal, domestic, and industrial use, and for controlling floods, and, as incidents to the foregoing for the additional purposes of regulating the flow of the Little River, providing for the conservation and development of fish and wildlife, and of enhancing recreational opportunities. The Norman project shall consist of the following principal work: A reservoir on Little River near Norman, Oklahoma, pumping plants, pipelines, and other conduits for furnishing water for municipal, domestic, and industrial use.

"The Secretary may enter into suitable contracts with municipal organizations, or other organizations as defined in section 2, Reclamation Project Act of 1939 (38 Stat. 1187), to undertake with non-Federal financing the construction of pumping plants, pipelines, and other conduits, or any of such works, for furnishing water for municipal, domestic, and industrial use, and to advance to such organizations during the construction period funds to cover an appropriate share of the costs thereof attributable to furnishing water to Tinker Air Force Base.

"(b) In constructing, operating, and maintaining the Norman project, the Secretary shall allocate proper costs thereof in accordance with the following conditions:

"(1) Allocations to flood control, recreation, and the conservation and development of fish and wildlife and water supply for Tinker Air Force Base shall be nonreturnable.

"(2) Allocations to municipal water supply, including domestic, manufacturing, and industrial uses, with the exception of that for Tinker Air Force Base, shall be repayable to the United States by the water users through contracts with municipal corporations, or other organizations as defined by section 2, Reclamation Project Act of 1939 (38 Stat. 1187), and title III of the Flood Control Act of 1958 under the provisions of the Federal

reclamation laws, and to the extent appropriate, under the Water Supply Act of 1958. Such contracts shall be precedent to the commencement of construction of any project unit affecting the individual municipalities, and shall provide for repayment of construction costs allocated to municipal water supply in not to exceed fifty years from the date water is first delivered for that purpose, and notwithstanding the provisions in the Water Supply Act of 1958 relating to the rate of interest, payments of said construction shall include interest on unamortized balances of that allocation at a rate equal to the average rate (which rate shall be certified by the Secretary of the Treasury) paid by the United States on its marketable long-term securities outstanding on the date of this Act and adjusted to the nearest one-eighth of 1 per centum: *Provided*, That the water users' organization be responsible for the disposal and sale of all water surplus to its requirements, and that the revenues therefrom shall be used by the organization for the retirement of project debt payments, payment of interest, and payment of operation and maintenance cost.

"(3) Upon the completion of the payment of the water users' construction cost obligation, together with the interest thereon, the water users shall have a permanent right to the use of that portion of the project allocable to municipal water supply purposes.

"(c) Contracts may be entered into with the water users' organization pursuant to the provisions of this section without regard to the last sentence of subsection (c) of section 9 of the Reclamation Project Act of 1939.

"(d) The Secretary is authorized to transfer to the project water users the care, operation, and maintenance of the works herein authorized, and, if such transfer is made, to deduct from the obligation of the water users the reasonable capitalized equivalent of that portion of the estimated operation and maintenance cost of the undertaking which, if the United States continues to operate the project, would be allocated to flood control and fish and wildlife purposes. Prior to taking over the care, operation, and maintenance of said works, the water users' organization shall obligate itself to operate them in accordance with criteria specified by the Secretary of the Army with respect to flood control and the Secretary of the Interior with respect to fish and wildlife: *Provided*, That operation and maintenance and replacement cost of furnishing water supply to Tinker Air Force Base, as contemplated in the plan of development, shall be provided by an appropriate agreement between the Secretary of Defense and the water users' organization.

"(e) Construction of the Norman project herein authorized may be undertaken in such units or stages as in the opinion of the Secretary best serves the project requirements and the relative needs for water of the several municipal users. Repayment contracts negotiated in connection with each unit or stage of construction shall be subject to the terms and conditions of subsection (b) of this section.

"(f) The Secretary may, upon conclusion of a suitable agreement with any qualified agency of the State of Oklahoma or a political subdivision thereof for assumption of the administration, operation, and maintenance thereof at the earliest practicable date, construct or permit the construction of public park and recreational facilities on lands owned by the United States adjacent to the reservoirs of the Norman project, when such use is determined by the Secretary not to be contrary to the public interest, all under such rules and regulations as the Secretary may prescribe. No recreational use of any area to which this subsection applies shall be permitted which is inconsistent with the laws of the State of Oklahoma for the protection of fish and game and the protection of the public health, safety, and welfare.

The Federal costs of constructing the facilities authorized by this subsection shall be limited to the nonreimbursable costs of the Norman project for minimum basic recreational facilities as determined by the Secretary.

"(g) Expenditures for the Norman Reservoir may be made without regard to the soil survey and land classification requirements of the Interior Department Appropriation Act, 1954 (43 U.S.C. 390a)."

On page 56, at the beginning of line 10, to change the section number from "204" to "209"; on page 57, after line 3, to insert:

"Ogunquit, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Old Orchard, Cape Elizabeth, Portland, and Phippsburg, and adjacent coastal areas, Maine."

After line 7, to insert:

"Patuxent River, Maryland."

After line 8, to insert:

"Pithlachascotee River, Masarock Town, Anclote River, Lake Tarpon, Brooksville, and adjacent areas, Florida."

After line 12, to insert:

"Atherton Creek, San Mateo County, California."

After line 13, to insert:

"Wildcat and San Pablo Creeks, Contra Costa County, California."

After line 15, to insert:

"Streams in Marin County, California, flowing into Richardson Bay, an arm of San Francisco Bay, including Coyote Creek and Arroyo Corte Madera del Presidio Creek."

After line 19, to insert:

"Island of Hawaii, State of Hawaii, construction of dikes, barriers, or walls, to protect lives and property from lava flows resulting from volcanic eruption."

After line 22, to insert:

"SEC. 210. In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$60,000,000 for the prosecution of the comprehensive plan adopted by section 9(a) of the Act approved December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress), as amended and supplemented by subsequent Acts of Congress, for continuing the works in the Missouri River Basin to be undertaken under said plans by the Secretary of the Interior."

On page 58, at the beginning of line 7, to change the section number from "205" to "211"; in line 8, after the word "of", to strike out "1959" and insert "1960"; after line 8, to insert a new title, as follows:

"TITLE III—EVALUATION OF RECREATIONAL BENEFITS

"Policy and purpose

"SEC. 301. It is hereby declared to be the policy of the Congress that full consideration should be given to the recreational purposes that can be served in the formulation, design, construction, and operation of Federal water resources projects hereafter authorized insofar as use for such purpose is compatible with the major purposes for which the project is to be undertaken. Consistent with this policy (1) as an integral part of the planning of any Federal water resources project, there should be included an evaluation of the recreational benefits to be derived therefrom, (2) planning with respect to the development of the recreational potential of any such project (a) should contemplate the coordination of the use of the project area for recreational purposes with the use of existing or planned Federal, State, or local developments in such manner as to achieve maximum net public benefit, and (b) should be carried out jointly with the Secretary of Agriculture if the project is or will be situated within the exterior boundaries of a national forest, and (3) plans with respect to any such project may provide storage and facilities as may be required for recreational use.

"Definitions

"SEC. 302. As used in this title—

"(1) the term 'Federal water resources project' means any project involving the development of water resources for purposes of navigation, flood control, reclamation, irrigation, water supply, hydropower, or other purposes which is undertaken by either the Secretary of the Army, acting through the Chief of Engineers, or the Secretary of the Interior, acting through the Bureau of Reclamation.

"(2) The term 'recreational purposes' means uses from which public recreational benefits may be derived.

"(3) The term 'recreational benefits' means public benefits of a recreational nature.

"Applicability of section 4 of the Flood Control Act of December 22, 1944

"SEC. 303. Except as provided herein, the provisions of this title are intended to be supplemental to and not in derogation of section 4 of the Flood Control Act of December 22, 1944, as amended (16 U.S.C. 460d), and the provisions of that Act are hereby made expressly applicable to Federal water resources projects of the Department of the Interior as well as the Department of the Army. With respect to any such project of the Department of the Interior, any reference in such section to the Secretary of the Army or the Chief of Engineers shall also be deemed to refer to the Secretary of the Interior.

"Evaluation of recreational benefits

"SEC. 304. (a) In addition to such other data as may be prescribed by law, or may be pertinent, there shall be included in any report required to be submitted to the Congress by the Secretary of the Army or the Secretary of the Interior with respect to the development of any Federal water resources project, (1) an evaluation of the annual recreational benefits to be derived therefrom, (2) the annual cost of providing such benefits, including the cost of the additional facilities, if any, to be installed or provided specifically in furtherance of recreational purposes, and (3) the part of the cost of any such project that should be allocated to recreational benefits.

"(b) The evaluation of recreational benefits, as provided in this section shall be made by the Secretary of the Army with respect to Corps of Engineers projects or by the Secretary of the Interior with respect to Bureau of Reclamation projects. The President is hereby authorized to prescribe regulations under which each such evaluation shall be made; and the President shall include in said regulations provisions for using in such evaluation of recreational benefits of any project a monetary value of not less than 50 cents per visitor-day of use of that project for recreation.

"(c) The total recreational benefit creditable to any project under the foregoing provisions of this section shall in no event exceed the cost of providing comparable water-associated recreation by the least costly alternative means.

"Allocation and financing of costs

"SEC. 305. (a) Project costs, including the cost of minimum basic facilities provided pursuant to clause (1) of section 306(a), shall be allocated to the purpose of recreation. Of the costs so allocated not more than 10 per centum of the total cost of any Federal water resources project, including the cost of providing minimum basic facilities pursuant to clause (1) of section 306(a), may be assigned to recreational purposes, except that if the Secretary of the Army or the Secretary of the Interior determines that the recreational benefits to be derived from any such project are needed and that such benefits will have value on a widespread

national basis, he may include in any report which is submitted to the Congress with respect to such project a recommendation that a greater amount than 10 per centum of the total cost of the project be assigned to recreational purposes. That part of the total cost of any such project which is allocated to recreational purposes shall be non-reimbursable and nonreturnable: *Provided*, That project costs not so assigned shall be allocated as provided by law.

"Project facilities

"SEC. 306. (a) In connection with any Federal water resources project, the Secretary of the Army or the Secretary of the Interior is authorized—

"(1) to construct, operate, and maintain minimum basic facilities for access to, and for the maintenance of public health and safety and the protection of public property on, lands withdrawn or acquired for the project, and to conserve scenery and natural, historic, and archeologic objects;

"(2) to cooperate with interested State and local governmental agencies and others in the investigation and planning of any such project; and

"(3) to permit the construction, maintenance, and operation of public park and recreational facilities on project lands.

The minimum basic facilities referred to in clause (1) of this subsection shall be limited to water supplies, sanitary facilities, boat anchorage and launching sites, access roads and parking areas, public camp and picnic sites, overlook stations, clearing of public-use water areas to a reasonable extent, and essential safety measures.

"(b) In carrying out the policy and purpose of this title, as set forth in sections 301 and 303, the Secretary of the Army or the Secretary of the Interior is authorized to permit the construction, maintenance, and operation by non-Federal interests, with preference given to State and local governmental agencies, of such additional facilities as may be necessary or desirable for the full development of any Federal water resources project area for recreational purposes in accordance with the provisions of section 4 of the Flood Control Act of December 22, 1944, as amended (16 U.S.C. 460d).

"Fish and Wildlife Coordination Act

"SEC. 307. The provisions of this title are not intended to interfere in any way with operations carried on in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661-666c), and no such provision shall be construed to supersede that Act or any of its provisions.

"Reclamation Project Act of 1939

"SEC. 308. The second sentence of section 9(a) of the Reclamation Project Act of 1939, as amended (43 U.S.C. 485h(a)), is amended by striking out 'together with any allocation to flood control or navigation made under subsection (b) of this section', and inserting in lieu thereof the following: 'together with any allocation (i) to flood control or navigation under subsection (b) of this section, or (ii) to recreational purposes made under the Water Resources Recreation Act of 1960.'

"Project areas within national forests

"SEC. 309. (a) Nothing in this title shall be construed to affect in any way the authority of the Secretary of Agriculture with respect to project areas which are under his jurisdiction.

"(b) The authority conferred on the Secretary of the Army and the Secretary of the Interior by section 306 of this title shall be exercised with respect to national-forest lands only with the concurrence of the Secretary of Agriculture.

"Short title"

"SEC. 310. Title III of this Act may be cited as the 'Water Resources Recreation Act of 1960'."

And, on page 64, after line 17, to insert a new title, as follows:

*"TITLE IV—ACQUISITION OF REQUIRED LAND"**"Declaration of policy"*

"SEC. 401. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America shall be paid a fair and equitable amount for the property acquired and reimbursed for their actual losses.

"Dissemination of information"

"SEC. 402. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and other requirements. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the proposed plans for acquisition and to obtain their comments thereon. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) basis and procedures for appraisals; (2) basis for offer to purchase property without going to court; (3) legal procedures in condemnation proceedings; (4) entitlement to payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required by occupants of Government acquired land; (8) deposits as advances to land and property owners; and (9) use of land by owner when easement is acquired. The operation of this section and the functions performed under it shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237).

"Commission on compensation in the acquisition of land"

"SEC. 403. Because (a) owners and tenants displaced by public works projects of the United States do not always obtain reimbursement for all of their expenses and losses and (b) judicial interpretation of just compensation as guaranteed by the fifth amendment to the Constitution of the United States assures payment of only the market value of the property taken as if willingly sold, there is hereby established a Commission to be known as The Commission To Study the Adequacy of Compensation In Federal Real Property Acquisitions, hereafter referred to as "the Commission", the purpose of which shall be to determine the most effective manner of carrying out the policy set forth in section 401 of this title.

"Interim provision for reimbursement of Losses"

"SEC. 404. Because (a) many owners and tenants whose land is required for water resource development projects of the Department of the Army are not being reimbursed at the present time in accordance with the policy set forth in section 401 of this title and (b) legislative action on any recommendations made by the Commission established under section 403 could not be completed before June 30, 1963, persons, firms and corporation from whom any interest in

real property is acquired between the effective date of this Act and June 30, 1963 for a water resource development project of the Department of the Army shall receive, in addition to but not in duplication of any payments otherwise authorized by law, further payment as will, in the discretion of the Chief of Engineers, compensate such persons, firm or corporation for consequential losses and damages in an amount not to exceed \$25,000 up to a maximum of 20 per centum of the appraised value of the interest in the real estate taken by the Government as determined by the Chief of Engineers. The authority conferred by this section shall be delegable by the Chief of Engineers to such responsible officers or employees as he may determine. The operation of this section and the functions performed under it shall be exempt from the operation of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237). To carry out the provisions of this section, the Chief of Engineers shall issue regulations which shall provide, among other things, that the payments authorized by this section shall be offset by any enhancement that the project causes in the market value of remaining property interests held by the applicant and shall be allowable only if the applicant certifies that he did not acquire his interest in the property involved in contemplation of the project or for the purpose of transfer to the Government. For the purpose of this section there shall be a presumption that an interest in property acquired other than through heirship after the date that a project is authorized by Congress was acquired in contemplation of the project.

"Membership and organization of the Commission"

SEC. 405. (a) The Commission shall be composed of seventeen members as follows:

"(1) Nine appointed by the President of the United States, of whom six shall be from the executive branch of the Government and three from private life. From among these nine the President shall designate the Chairman and Vice Chairman of the Commission.

"(2) Four appointed by the President of the Senate, at least two of whom shall be members of the United States Senate.

"(3) Four appointed by the Speaker of the House of Representatives, at least two of whom shall be Members of the House of Representatives.

"(b) Any vacancy in the Commission shall not affect its powers, but shall be filled in the same manner in which the original appointment was made.

"(c) Nine members of the Commission shall constitute a quorum, but a lesser number may conduct hearings.

"(d) Service of an individual as a member of the Commission or employment of an individual by the Commission as an attorney or expert in any business or professional field, on a part-time or full-time basis, with or without compensation, shall not be considered as service or employment bringing such individual within the provisions of section 281, 283, 284, 434, or 1914 of title 18 of the United States Code, or section 190 of the Revised Statutes (5 U.S.C. 99).

"Duties of the Commission"

"SEC. 406. The Commission shall study and investigate the present methods and procedures by which real property is acquired by the United States, the several States, and by other governmental bodies as deemed necessary in the discretion of the Commission. The Commission shall determine and report on the scope of losses, expenses, and damages incurred by individuals, families, business concerns, and local communities as the result of the acquisition of land for public works projects of the United States

of America indicating particularly the scope and extent of losses, expenses, and damages, if any, not compensable under the judicial interpretations of the constitutional guarantee of just compensation.

"Report"

"SEC. 407. The Commission, not later than December 31, 1962, shall submit to the President and to Congress a comprehensive report of its activities and the results of its studies. The report shall include recommendations for legislative enactments and administrative actions as in the judgment of the Commission are necessary to carry out the recommendations to fulfill the policy set forth in section 401 of this title.

"Powers of the Commission"

"SEC. 408. (a) The Commission or, on the authorization of the Commission, any subcommittee or member thereof may, for the purpose of carrying out the provisions of this title, hold such hearings and sit and act at such times and places, administer such oaths, and require, by subpoena or otherwise, the attendance and testimony of such witnesses and the production of such books, records, correspondence, memorandums, papers, and documents, as the Commission or such subcommittee or member may deem advisable. Subpenas may be issued under the signature of the Chairman of the Commission, of such subcommittee, or any duly designated member, and may be served by any person designated by such Chairman or member. The provisions of sections 102 to 104, inclusive, of the Revised Statutes (U.S.C., title 2, secs. 192-194), shall apply in the case of any failure of any witness to comply with any subpoena or to testify when summoned under authority of this section.

"(b) The Commission is authorized to obtain from any department, agency, or independent instrumentality of the executive branch of the Government any information it deems necessary to carry out its functions under this title, other than information relative to pending or prospective acquisitions; and each such department, agency, and instrumentality is authorized to furnish such information to the Commission, upon request made by the Chairman or by the Vice Chairman when acting as Chairman.

"Appropriations, expenses, and personnel"

"SEC. 409. (a) There are hereby authorized to be appropriated to the Commission such amounts as may be necessary to carry out the provisions of this title.

"(b) Each member of the Commission shall receive \$50 a day when engaged in the performance of duties vested in the Commission, except that no compensation shall be paid by the United States, by reason of service as a member, to any member who is receiving other compensation from the Federal Government, or to any member who is receiving compensation from any State or local government.

"(c) Each member of the Commission shall be reimbursed for travel, subsistence, and other necessary expenses incurred by him in the performance of duties vested in the Commission.

"(d) The Commission is authorized, without regard to the civil service laws and regulations, and without regard to the Classification Act of 1949, as amended, to appoint and fix the compensation of a Director and such additional personnel as may be necessary to enable it to carry out its functions, except that any Federal employees subject to the civil service laws and regulations who may be assigned to the Commission shall retain civil service status without interruption or loss of status or privilege.

"Termination of the Commission"

"SEC. 410. The Commission shall cease to exist six months after the transmittal to the President and the Congress of the final report provided for in Section 407 of this title.

"Sec. 411. Title IV of this Act may be cited as the 'Land Acquisition Policy Act of 1960'."

Mr. KERR. Mr. President, I should like to include in the previous request additional committee amendments, principally technical and clarifying amendments.

The PRESIDING OFFICER. Without objection, it is so ordered.

The additional amendments agreed to are as follows:

Page 3 of the House bill, strike out lines 7 and 8, and insert the stricken language following line 20.

Page 3, lines 3 and 4 of the bill as reported, strike out "Board of Engineers for Rivers and Harbors, dated March 30, 1960," and insert in lieu thereof "Report of the Chief of Engineers, dated June 1, 1960,"

Page 5 lines 13 and 14, strike out "Report of the Board of Engineers for Rivers and Harbors, dated March 31, 1960," and insert in lieu thereof "Report of the Chief of Engineers dated June 1, 1960,"

Page 5, lines 16, 17 and 18, strike out "Report of the Board of Engineers for Rivers and Harbors, dated May 6, 1960," and insert in lieu thereof "Report of the Chief of Engineers, dated June 1, 1960,"

Page 6, lines 1 and 2, strike out "Report of the Board of Engineers for Rivers and Harbors, dated May 6, 1960," and insert in lieu thereof "Report of the Chief of Engineers, dated June 1, 1960,"

Page 6, lines 5 and 6, strike out "Report of the Board of Engineers for Rivers and Harbors, dated February 18, 1960," and insert in lieu thereof "Report of the Chief of Engineers, dated June 1, 1960,"

Page 22, following line 16, insert the following: "Coasts of the Hawaiian Islands; investigation of sites for possible use as anchorage areas for handling of explosives. Areas of investigation to be designated by the Governor's Advisory Committee on Explosives."

Page 35, line 16, strike out "his report dated June 1, 1960," and insert in lieu thereof "House Document Numbered 417, Eighty-sixth Congress,"

Page 38, lines 6, 7, and 8, strike out "Board of Engineers for Rivers and Harbors in its report, dated February 16, 1960," and insert in lieu thereof "Chief of Engineers in his report dated June 1, 1960,"

Page 41, line 10, strike out "Senate Document Numbered —," and insert in lieu thereof "House Document Numbered 413,"

Page 41, lines 15 and 16, strike out "Board of Engineers for Rivers and Harbors in its report dated February 16, 1960," and insert in lieu thereof "Chief of Engineers in his report dated June 13, 1960,"

Page 57, following line 12, insert the following:

"Indian River and other streams draining into Indian Lake and Lake Michigan in the vicinity of Manistique, Michigan."

Page 57, following line 22, insert the following:

"Kahoma Stream, Island of Maui, Hawaii."

Page 61, line 11, strike out "(a)".

Page 62, line 1, strike out "allocated" and insert in lieu thereof "assigned".

Mr. KERR. Mr. President, I ask unanimous consent that certain amendments which I send to the desk be printed on page 41, following line 11, as a part of the committee amendments.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendments are as follows:

On page 41, line 11, after the figures "\$21,900,000", to insert a semicolon and "Provided, That construction of the project shall not be commenced until the agency

designated to market the power has entered into an agreement which would insure that the power would be sold at rates sufficient to repay with interest within fifty years all costs allocated to power."

On page 41, at the beginning of line 15, to strike out "Board of Engineers for Rivers and Harbors in its report dated February 16, 1960," and insert in lieu thereof "Chief of Engineers in his report dated June 13, 1960,".

Mr. CASE of South Dakota. Mr. President, before the Senator yields the floor, I wonder if we might not ask to have the text of the bill inserted in the RECORD. I do not expect to make a long speech about the bill; however, it seems to me that, since it is one bill which speaks for itself, it would be helpful, for reference, if the entire text of the bill, together with committee amendments, were printed in the RECORD.

Mr. KERR. Mr. President, I make that request.

The PRESIDING OFFICER. Without objection, it is so ordered.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—RIVERS AND HARBORS

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated: *Provided*, That the provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full:

Navigation

Eastport Harbor Maine: Senate Document Numbered 98, Eighty-sixth Congress, at an estimated cost of \$595,000;

Southwest Harbor, Maine: House Document Numbered 408, Eighty-fifth Congress, at an estimated cost of \$240,000;

Stonington Harbor, Maine: House Document Numbered 36, Eighty-sixth Congress, at an estimated cost of \$198,000;

South Bristol Harbor, Maine: Senate Document Numbered 30, Eighty-sixth Congress, at an estimated cost of \$97,000;

Wells Harbor, Maine: House Document Numbered 202, Eighty-sixth Congress, at an estimated cost of \$340,000;

York Harbor, Maine: House Document Numbered 395, Eighty-sixth Congress, at an estimated cost of \$391,000;

Pepperell Cove, Maine: House Document Numbered 284, Eighty-sixth Congress, at an estimated cost of \$170,000;

Rye Harbor, New Hampshire: Report of the Board of Engineers for Rivers and Harbors, dated March 30, 1960, at an estimated cost of \$238,000;

Cotuit Harbor, Massachusetts: House Document Numbered 142, Eighty-sixth Congress, at an estimated cost of \$320,000;

Apponaug Cove, Rhode Island: House Document Numbered 143, Eighty-sixth Congress, at an estimated cost of \$180,000;

Little Narragansett Bay and Watch Hill Cove, Rhode Island and Connecticut: House Document Numbered 396, Eighty-sixth Congress, at an estimated cost of \$98,000;

Moriches and Shinnecock Inlets, New York: House Document Numbered 126, Eighty-sixth Congress, at an estimated cost of \$6,858,000;

Mamaroneck Harbor (East Basin), New York: House Document Numbered 209, Eighty-sixth Congress, at an estimated cost of \$105,000;

Wilmington Harbor, Delaware: Senate Document Numbered 88, Eighty-sixth Congress, at an estimated cost of \$351,000;

Ocracoke Inlet, North Carolina: House Document Numbered 408, Eighty-sixth Congress, at an estimated cost of \$4,623,000;

Shem Creek, Charleston Harbor, South Carolina: House Document Numbered 35, Eighty-sixth Congress, maintenance;

Everglades Harbor, Florida: House Document Numbered 147, Eighty-sixth Congress, at an estimated cost of \$117,200;

Gulf Coast Shrimp Boat Harbors, Florida: House Document Numbered 183, Eighty-sixth Congress, at an estimated cost of \$373,000;

Bakers Haulover Inlet, Florida: House Document Numbered 189, Eighty-sixth Congress, at an estimated cost of \$239,000;

Palm Beach Harbor, Lake Worth Inlet, Florida: House Document Numbered 283, Eighty-sixth Congress, at an estimated cost of \$4,980,000;

Miami Harbor, Florida: Senate Document Numbered 71, Eighty-fifth Congress, at an estimated cost of \$3,818,000;

Little Pass, Clearwater Bay, Florida: House Document Numbered 293, Eighty-sixth Congress, at an estimated cost of \$104,000;

St. Marks River, Florida: House Document Numbered 224, Eighty-sixth Congress, at an estimated cost of \$1,711,000;

Pascagoula Harbor, Mississippi: House Document Numbered 98, Eighty-sixth Congress, maintenance;

Biloxi Harbor, Mississippi: House Document Numbered 271, Eighty-sixth Congress, at an estimated cost of \$326,000;

Bayou Lafourche and Lafourche-Jump Waterway, Louisiana: House Document Numbered 112, Eighty-sixth Congress, at an estimated cost of \$4,664,000;

Bayous Petit Anse, Tigre, and Carlin, Louisiana: Senate Document Numbered 70, Eighty-fifth Congress, at an estimated cost of \$106,000;

Freshwater Bayou, Louisiana: Report of the Board of Engineers for Rivers and Harbors, dated March 31, 1960, at an estimated cost of \$7,485,000;

Calcasieu River and Pass, Louisiana: Report of the Board of Engineers for Rivers and Harbors, dated May 6, 1960, at an estimated cost of \$16,992,000;

Texas City Channel, Texas: Report of the Chief of Engineers, dated May 27, 1960, at an estimated cost of \$1,605,000;

Brazos Island Harbor, Texas: Report of the Board of Engineers for Rivers and Harbors, dated May 6, 1960, at an estimated cost of \$4,381,000;

Ouachita and Black Rivers, Arkansas and Louisiana: Report of the Board of Engineers for Rivers and Harbors, dated February 18, 1960, in lieu of the navigation project authorized by the River and Harbor Act of 1950, Public Law 516, Eighty-first Congress, Senate Document Numbered 117, Eighty-first Congress, at an estimated cost of \$43,550,000;

In addition to previous authorizations, there is hereby authorized the completion of the Barkley Dam project in Kentucky, authorized by the River and Harbor Act of 1954, at an estimated additional cost of \$146,000,000; : *Provided* That the Chief of Engineers is hereby authorized to relocate the Illinois Central Railroad, as required by the construction of said project, in such manner as to eliminate and prevent interference with and disturbance of municipal and private facilities in Lyon County, Kentucky, not otherwise affected by the construction of the

project, substantially in accordance with alignment "D" shown on the plans on file in the Office of the Chief of Engineers;

Illinois Waterway, Illinois and Indiana: House Document Numbered 31, Eighty-sixth Congress, at an estimated cost of \$114,652,000;

Mississippi River between Missouri River and Minneapolis, Minnesota at Dubuque, Iowa: House Document Numbered 56, Eighty-sixth Congress, at an estimated cost of \$33,000;

Red Wing Harbor, Minnesota: House Document Numbered 32, Eighty-sixth Congress, at an estimated cost of \$170,400;

Menominee Harbor and River, Michigan and Wisconsin: House Document Numbered 113, Eighty-sixth Congress, at an estimated cost of \$715,000;

Milwaukee Harbor, Wisconsin: House Document Numbered 285, Eighty-sixth Congress, at an estimated cost of \$38,000;

Kewaunee Harbor, Wisconsin: Senate Document Numbered 19, Eighty-sixth Congress, at an estimated cost of \$81,900;

Two Harbors, Minnesota: House Document Numbered 146, Eighty-sixth Congress, at an estimated cost of \$162,000;

Duluth-Superior Harbor, Minnesota and Wisconsin: House Document Numbered 150, Eighty-sixth Congress, at an estimated cost of \$2,364,000.

Duluth-Superior Harbor, Minnesota and Wisconsin: House Document Numbered 196, Eighty-sixth Congress, at an estimated cost of \$2,513,000;

Ashland Harbor, Wisconsin: House Document Numbered 165, Eighty-sixth Congress, at an estimated cost of \$1,495,000;

Presque Isle Harbor, Michigan: House Document Numbered 145, Eighty-sixth Congress, at an estimated cost of \$215,300;

Marquette Harbor, Michigan: House Document Numbered 154, Eighty-sixth Congress, at an estimated cost of \$236,000;

Manistee Harbor, Michigan: House Document Numbered 358, Eighty-sixth Congress, at an estimated cost of \$1,735,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 319, Eighty-sixth Congress, at an estimated cost of \$8,570,000;

Calumet Harbor, Illinois and Indiana: House Document Numbered 149, Eighty-sixth Congress, at an estimated cost of \$5,240,000;

Indiana Harbor, Indiana: House Document Numbered 195, Eighty-sixth Congress, at an estimated cost of \$974,000;

Toledo Harbor, Ohio: House Document Numbered 153, Eighty-sixth Congress, at an estimated cost of \$14,684,000;

Sandusky Harbor, Ohio: House Document Numbered 144, Eighty-sixth Congress, at an estimated cost of \$5,800,000;

Cleveland Harbor, Ohio: House Document Numbered 152, Eighty-sixth Congress, at an estimated cost of \$2,486,000;

Lorain Harbor, Ohio: House Document Numbered 166, Eighty-sixth Congress, at an estimated cost of \$19,323,000;

Fairport Harbor, Ohio: House Document Numbered 347, Eighty-sixth Congress, at an estimated cost of \$2,768,000;

Ashtabula Harbor, Ohio: House Document Numbered 148, Eighty-sixth Congress, at an estimated cost of \$4,077,000;

Erie Harbor, Pennsylvania: House Document Numbered 199, Eighty-sixth Congress, at an estimated cost of \$1,729,000;

Buffalo Harbor, New York: House Document Numbered 151, Eighty-sixth Congress, at an estimated cost of \$2,352,000;

Rochester Harbor, New York: House Document Numbered 409, Eighty-sixth Congress, at an estimated cost of \$2,445,000;

Los Angeles and Long Beach Harbors (West Basin), California: House Document Numbered 401, Eighty-sixth Congress, at an estimated cost of \$1,768,000;

Monterey Harbor (Monterey Bay), California: House Document Numbered 219,

Eighty-sixth Congress, at an estimated cost of \$3,989,000;

Noyo River and Harbor, California: House Document Numbered 289, Eighty-sixth Congress, at an estimated cost of \$370,000;

Snohomish River (Everett Harbor), Washington: House Document Numbered 348, Eighty-sixth Congress, at an estimated cost of \$3,011,000;

Kahului Harbor, Island of Maui, Hawaii: House Document Numbered 109, Eighty-sixth Congress, at an estimated cost of \$944,500;

Hilo Harbor, Hawaii: Emergency construction of a seawall to protect against tidal waves and excessive high tides, in accordance with plans on file in the office of the Chief of Engineers, at an estimated cost of \$7,000,000.

Beach erosion control

Wessagussett Beach, Weymouth, Massachusetts: House Document Numbered 334, Eighty-sixth Congress, at an estimated cost of \$132,000;

Pemberton Point to Cape Cod Canal, Massachusetts: House Document Numbered 272, Eighty-sixth Congress, at an estimated cost of \$139,300;

Cape Cod Canal to Provincetown, Massachusetts: House Document Numbered 404, Eighty-sixth Congress, at an estimated cost of \$178,000;

South Kingstown and Westerly, Rhode Island: House Document Numbered 30, Eighty-sixth Congress, at an estimated cost of \$140,300;

Atlantic Coast of Long Island, Fire Island Inlet to Montauk Point, New York: Report of the Chief of Engineers, dated May 27, 1960, at an estimated cost of \$19,400,000;

New Jersey Coast from Barnegat Inlet to Cape May Canal, New Jersey: House Document Numbered 208, Eighty-sixth Congress, at an estimated cost of \$1,714,000;

Key West, Florida: House Document Numbered 413, Eighty-fifth Congress, at an estimated cost of \$231,200.

Presque Isle Peninsula, Erie, Pennsylvania: House Document Numbered 397, Eighty-sixth Congress, periodic nourishment;

Orange County, Newport Bay to San Mateo Creek, California: House Document Numbered 398, Eighty-sixth Congress, at an estimated cost of \$256,000.

SEC. 102. That the Secretary of the Army is hereby authorized to reimburse local interests for such work done by them, on the beach erosion projects authorized in section 101, subsequent to the initiation of the cooperative studies which form the basis for the projects: *Provided*, That the work which may have been done on these projects is approved by the Chief of Engineers as being in accordance with the projects hereby adopted: *Provided further*, That such reimbursement shall be subject to appropriations applicable thereto or funds available therefor and shall not take precedence over other pending projects of higher priority for improvements.

SEC. 103. That the last paragraph of section 2 of the River and Harbor Act of July 3, 1930 (46 Stat. 933 at 945) pertaining to cooperative shore erosion studies and to the Beach Erosion Board, is hereby amended to read as follows:

"The Chief of Engineers of the United States Army, under the direction of the Secretary of the Army, is authorized and directed to cause investigations and studies to be made in cooperation with the appropriate agencies of the various States on the Atlantic, Pacific, and Gulf coasts and on the Great Lakes, and of the States of Alaska and Hawaii, the Commonwealth of Puerto Rico, and the possessions of the United States, with a view to devising effective means of preventing erosion of the shores of coastal and lake waters by waves and currents; and any expenses incident and necessary thereto may be paid from funds appropriated for General Investigations, Civil Functions, De-

partment of the Army: *Provided*, That the Department of the Army may release to the appropriate cooperating agencies information obtained by these investigations and studies prior to the formal transmission of reports to Congress: *Provided further*, That no money shall be expended under authority of this section in any State which does not provide for cooperation with the agents of the United States and contribute to the project such funds or services as the Secretary of the Army may deem appropriate and require; that there shall be organized under the Chief of Engineers, United States Army, a Board of seven members, of whom four shall be officers of the Corps of Engineers and three shall be civilian engineers selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection, preferably from among the State agencies cooperating with the Department of the Army. The Board will furnish such technical assistance as may be directed by the Chief of Engineers in the conduct of such studies as may be undertaken and will review the reports of the investigations made. In the consideration of such studies as may be referred to the Board by the Chief of Engineers, the Board shall, when it considers it necessary and with the sanction of the Chief of Engineers, make, as a board or through its members personal examination of localities under investigation: *Provided further*, That the civilian members of the Board may be paid at rates not to exceed \$100 a day for each day of attendance at Board meetings, not to exceed thirty days per annum, in addition to the traveling and other necessary expenses connected with their duties on the Board in accordance with the provisions of section 5 of the Administrative Expenses Act of 1946, as amended (5 U.S.C. 73b-2)."

SEC. 104 (a) That the Secretary of the Army is authorized and directed to donate and convey by quitclaim deed to the Ship Canal Authority of the State of Florida all of the right, title, and interest of the United States of America in and to—

(1) lands in Putnam County, Florida, acquired by the United States of America by condemnation proceedings in the United States District Court for the Southern District of Florida, Jacksonville Division, as case numbered 356 U.S.J. Civil; and (2) lands in Marion County, Florida, acquired by the United States of America by condemnation proceedings instituted in the United States Court for the Southern District of Florida, Ocala Division, as cases numbered 9, 10, 11, 12, 13, 14, 15, 16, and 22, U.S. Ocala Civil.

(b) It is intended hereby to authorize and direct the conveyance of all lands heretofore acquired by the United States with funds provided by the said authority for rights-of-way for a proposed ship canal across Florida.

(c) The conveyance authorized by this section shall be made without monetary consideration therefor but upon the conditions that the Ship Canal Authority of the State of Florida will, without cost to the United States: (1) when called upon by the Chief of Engineers, United States Army, to do so, reconvey to the United States, free of any encumbrances placed thereon during ownership by said authority, those lands conveyed pursuant to this section that are required for the Cross Florida Barge Canal; (2) relocate any roads, bridges, or utility lines constructed on or across such lands after the conveyance under this section by the United States, if the relocation thereof is required by the Chief of Engineers; (3) maintain and preserve improvements previously constructed upon the land by the Federal Government in a manner that will not increase the cost of the barge canal project; (4) hold the United States safe and free from any damages resulting from the aforementioned

construction; and (5) devote the proceeds from sales of any lands conveyed to it under this section solely for the acquisition, for transfer to the United States free of cost, of any other lands required for the barge canal project.

(d) Nothing in this section shall be construed as a limitation on the right of the Ship Canal Authority of the State of Florida to sell any of the lands that, in the opinion of the United States Army district engineer at Jacksonville, Florida, will not be required for the Cross Florida Barge Canal. Any surveys or descriptions required to permit the disposal of any such lands shall be paid for by the Ship Canal Authority of the State of Florida if desired by said authority prior to the appropriation of funds therefor by the Federal Government.

(e) Nothing in this section shall be construed as a waiver of the obligation of the Ship Canal Authority of the State of Florida to (1) furnish without cost to the United States, all lands, easements, and rights-of-way necessary for the construction of the Cross-Florida Barge Canal as authorized by the Act of July 23, 1942 (56 Stat. 703); (2) hold and save the United States free from any damages resulting from the construction of said barge canal; and (3) to take over, maintain and operate all highways, bridges, and roadways built in connection with the said barge canal project.

SEC. 105. That the project for improvement of the Missouri River between Sioux City, Iowa, and the mouth, authorized by the River and Harbor Act approved March 2, 1945, is hereby modified to provide for a lake in the abandoned river channel of the Missouri River between river miles 710 and 715 for recreational purposes, by means of: (a) Construction of a levee extending along the left bank of the new channel to be constructed in the Middle Decatur Bend area of the Missouri River; and (b) construction of hydraulic-fill closures at both ends of the old channel, substantially in accordance with plans to be prepared by the Chief of Engineers, at an estimated Federal cost of \$155,000: *Provided*, That responsible local interests furnish assurances satisfactory to the Secretary of the Army that they will (a) hold and save the United States free from damages; and (b) maintain and operate the project modification after completion in accordance with regulations to be prescribed by the Secretary of the Army.

SEC. 106. The Corps of Engineers is authorized and directed to accept as a project feature the cost of necessary improvement of that section of West Virginia State Secondary Route 40/5 approximately eighty-five one-hundredths mile in length, from its junction with State Route 40 to its terminus near the Hildebrand lock and dam site on the Monongahela River in order to provide access thereto. This authority is provided with the understanding that this method will provide necessary access to the project at the least expenditure of Federal funds, and further that the State of West Virginia will accept as its responsibility the future maintenance of the road.

SEC. 107. (a) That the Secretary of the Army is hereby authorized to allot from any appropriations heretofore or hereafter made for rivers and harbors not to exceed \$2,000,000 for any one fiscal year for the construction of small river and harbor improvement projects not specifically authorized by Congress which will result in substantial benefits to navigation and which can be operated consistently with appropriate and economic use of the waters of the Nation for other purposes, when in the opinion of the Chief of Engineers such work is advisable, if benefits are in excess of the cost.

(b) Not more than \$200,000 shall be allotted for the construction of a project under this section at any single locality and the

amount allotted shall be sufficient to complete the Federal participation in the project under this section.

(c) Local interests shall provide without cost to the United States all necessary lands, easements, and rights-of-way for all projects to be constructed under the authority of this section. In addition, local interests may be required to hold and save the United States free from damages that may result from the construction and maintenance of the project and may be required to provide such additional local cooperation as the Chief of Engineers deems appropriate. A State, county, municipality, or other responsible local entity shall give assurance satisfactory to the Chief of Engineers that such conditions of cooperation as are required will be accomplished.

(d) Non-Federal interests may be required to share in the cost of the project to the extent that the Chief of Engineers deems that such cost should not be borne by the Federal Government in view of the recreational or otherwise special or local nature of the project benefits.

(e) Each project for which money is allotted under this section shall be complete in itself and not commit the United States to any additional improvement to insure its successful operation, other than routine maintenance, and except as may result from the normal procedure applying to projects authorized after submission of survey reports, and projects constructed under the authority of this section shall be considered as authorized projects.

(f) This section shall apply to, but not be limited to, the provision of low water access navigation channels from the existing channel of the Mississippi River to established harbor areas located along the Mississippi River.

SEC. 108. (a) That whenever the Secretary of the Army, upon the recommendation of the Chief of Engineers, determines that notwithstanding the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, with respect to disposal of surplus real property, (1) the development of public port or industrial facilities on land which is part of a water resource development project under his jurisdiction will be in the public interest; (2) that such development will not interfere with the operation and maintenance of the project; and (3) that disposition of the property for these purposes under this section will serve the objectives of the project within which the land is located, he may convey the land by quitclaim deed to a State, political subdivision thereof, port district, port authority, or other body created by the State or through a compact between two or more States for the purpose of developing or encouraging the development of such facilities. In any case, where two or more political subdivisions thereof, or bodies created by a State or group of States, seek to obtain the same land, the Secretary of the Army shall give preference to that political subdivision or body whose intended use of land will, in his opinion, best promote the purposes for which the project involved was authorized.

(b) Any conveyance authorized by this section shall be made at the fair market value of the land, as determined by the Secretary of the Army, upon condition that the property shall be used for one of the purposes stated in the subsection (a) of this section only, and subject to such other conditions, reservations or restrictions as the Secretary may determine to be necessary for the development, maintenance, or operation of the project or otherwise in the public interest.

(c) Prior to the conveyance of any land under the provisions of this section, the Secretary of the Army shall, in the manner he deems reasonable, give public notice of the proposed conveyance and afford an op-

portunity to interested eligible bodies in the general vicinity of the land to apply for its purchase.

(d) The Secretary of the Army may delegate any authority conferred upon him by this section to any officer or employee of the Department of the Army. Any such officer or employee shall exercise the authority so delegated under rules and regulations approved by the Secretary.

(e) The proceeds from any conveyance made under the provisions of this section shall be covered into the Treasury as miscellaneous receipts.

SEC. 109. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following named localities and subject to all applicable provisions of section 10 of the River and Harbor Act of 1950:

Prospect Harbor, Maine.
Calf Island, between Roque Island Bluffs and Seawall Point, Maine.
Green Harbor, Marshfield, Massachusetts.
Nauset Harbor, Massachusetts.
Eel Pond, Menauhant, Massachusetts.
Pleasant Bay, Massachusetts.
Rye Harbor (Playland Marina), New York.
Sturgeon Creek, Middlesex County, Virginia.
Bersford Creek, South Carolina.
Channel across Santa Rosa Peninsula and Santa Rosa Island, Florida, to connect East Bay with Santa Rosa Sound and Little Sabine Bay with the Gulf of Mexico.
Channel from vicinity of Avalon, Florida, to the waters of Escambia Bay.
Lake Pontchartrain, Louisiana.
Washburn Harbor, Wisconsin.
Little Bay De Noc, Michigan.
Ship Canal between Tacoma and Seattle, Washington.
Point Roberts, Washington.
Deep-water harbor in the Maalaea Bay Area, Island of Maui, Hawaii.
Deep-water harbor at Kahaluu, Island of Oahu, Hawaii.

SEC. 110. Title I of this Act may be cited as the "River and Harbor Act of 1960".

TITLE II—FLOOD CONTROL

SEC. 201. That section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, and except as otherwise provided by law: *Provided*, That the authorization for any flood-control project herein adopted requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

SEC. 203. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with the

plans in the respective reports hereinafter designated and subject to the conditions set forth therein: *Provided*, That the necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations heretofore or hereafter made for flood control so as to be ready for rapid inauguration of a construction program: *Provided further*, That the projects authorized herein shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements: *And provided further*, That penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

Blackstone River Basin

The project for flood protection on Blackstone, Mill, and Peters Rivers, in Woonsocket, Rhode Island, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Eight-fifth Congress, at an estimated cost of \$2,970,000.

Thames River Basin

The project for the West Thompson Reservoir on the Quinebaug River, Connecticut, is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 41, Eighty-sixth Congress, at an estimated cost of \$4,010,000.

Connecticut River Basin

The plan for flood protection on the Chicopee River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$5,180,000.

The project for flood protection on the Westfield River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$3,240,000.

The plan for flood control and related purposes on the Farmington River, Connecticut and Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated March 29, 1960, at an estimated cost of \$12,052,000.

Pawcatuck, Connecticut

The project for hurricane-flood protection at Pawcatuck, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 212, Eighty-sixth Congress, at an estimated Federal cost of \$409,000.

Housatonic River Basin

The project for flood control dams and reservoirs on the Naugatuck River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 372, Eighty-sixth Congress, at an estimated cost of \$10,230,000.

Stamford, Connecticut

The project for hurricane-flood protection at Stamford, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 210, Eighty-sixth Congress, at an estimated Federal cost of \$3,030,000 for construction, and at an estimated Federal cost of maintenance and operation of \$31,000 annually.

Central and southern Florida

In addition to previous authorizations, there is hereby authorized to be appropriated

the sum of \$23,000,000 for the prosecution of the central and southern Florida comprehensive plan for flood control and other purposes approved in the Flood Control Act of 1948, and subsequent Acts of Congress, and such comprehensive plan is hereby modified to include the following:

The project for canals, levees, and water control and drainage structures in the Nicodemus Slough area, Glades County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers contained in Senate Document Numbered 53, Eighty-sixth Congress, at an estimated cost of \$318,000.

That the levees around Lake Okeechobee, Florida, authorized by the Rivers and Harbors Act approved July 3, 1930, and modified by the Flood Control Act approved June 30, 1948, and subsequent Acts, shall be known and designated as the Herbert Hoover Dike, and any law, regulation, document, or record of the United States in which such levees are referred to under any other name or designation shall be held to refer to such levees as the Herbert Hoover Dike.

Pearl River, Mississippi

The project for flood protection on the Pearl River at Jackson, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated May 6, 1960, at an estimated cost of \$3,609,000.

LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items of work and the authorization for said project is increased accordingly:

(a) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000 to provide for the continued prosecution of the channel improvement feature of the project.

(b) Natchez Harbor, Mississippi: In accordance with the recommendations of the Division Engineer in Senate Document Numbered 16, Eighty-sixth Congress, at an estimated cost of \$350,000.

Trinity River Basin

The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is hereby modified to include the following projects:

(a) The project for flood protection on Big Fossil Creek in the Richland Hills area, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 407, Eighty-sixth Congress, at an estimated cost of \$1,861,400.

(b) Modification and extension of the Fort Worth Floodway on the West Fork of the Trinity River and tributaries, at Fort Worth, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 402, Eighty-sixth Congress, at an estimated cost of \$2,241,000.

Guadalupe River Basin

The project for flood control on Bleders Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 180, Eighty-sixth Congress at an estimated cost of \$1,060,000.

Brazos River Basin, Texas

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$21,000,000, for the prosecution of the comprehensive plan for the Brazos River Basin authorized by the Flood Control Act of September 3, 1954.

Red-Ouachita River Basin

The general plan for flood control and other purposes on Red River, Texas, Oklahoma, Arkansas, and Louisiana, below Denison Dam, Texas and Oklahoma, as authorized by the Flood Control Act of 1946, and amended and supplemented by subsequent Acts of Congress, is hereby further modified to provide for additional improvements for flood control, drainage, and other purposes, substantially in accordance with the recommendations of the Chief of Engineers as follows:

(a) McKinney Bayou, Arkansas and Texas: House Document Numbered 220, Eighty-sixth Congress, at an estimated cost of \$346,400.

(b) Maniعة Bayou, Arkansas: House Document Numbered 288, Eighty-sixth Congress, at an estimated cost of \$668,400.

(c) East Point, Louisiana: House Document Numbered 406, Eighty-sixth Congress, at an estimated cost of \$273,000.

(d) Garland City, Arkansas, Emergency Bank Protection: In accordance with plans on file on the Office of Engineers, at an estimated cost of \$1,750,000.

White River Basin

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000, for the prosecution of the comprehensive plan for the White River Basin authorized by the Flood Control Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress.

Modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Arkansas, is hereby authorized substantially in accordance with plan III, as contained in House Document Numbered 225, Eighty-sixth Congress, at an estimated cost of \$1,322,000.

Arkansas River Basin

The general comprehensive plan for flood control and other purposes for the Arkansas River Basin, approved by the Act of June 28, 1938, as amended, and the multiple-purpose plan for the Arkansas River and tributaries, Arkansas and Oklahoma, approved by the River and Harbor Act of July 24, 1946, as amended, are hereby further amended to provide for the incorporation of the two plans into a single plan of development: *Provided*, That authorizations heretofore, herein and hereafter made available for the Arkansas River Basin shall be applicable to the combined plan of development.

There is hereby authorized to be appropriated the sum of \$179,000,000 for prosecution of the combined plan of development for the Arkansas River Basin as herein authorized.

Rio Grande Basin

The project for improvement of the Rio Grande Basin, is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 94, Eighty-sixth Congress, at an estimated cost of \$58,300,000.

The approval granted above shall be subject to the following conditions and limitations:

Cochiti Reservoir, Galisteo Reservoir, and all other reservoirs constructed by the Corps of Engineers as a part of the Middle Rio Grande project will be operated solely for flood control and sediment control, as described below:

(a) The outflow from Cochiti Reservoir during each spring flood and thereafter will be at the maximum rate of flow that can be carried at the time in the channel of Rio Grande through the middle valley without causing flooding of areas protected by levees or unreasonable damage to channel protective works: *Provided*, That whenever during the months of July, August, September, and

October, there is more than two hundred twelve thousand acre-feet of storage available for regulation of summer floods and the inflow to Cochiti Reservoir (exclusive of that portion of the inflow derived from upstream flood-control storage) is less than one thousand five hundred cubic feet per second, no water will be withdrawn from storage in Cochiti Reservoir and the inflow derived from upstream flood-control storage will be retained in Cochiti Reservoir.

(b) Releases of water from Galisteo Reservoir and Jemez Canyon Reservoir during the months of July, August, September, and October, will be limited to the amounts necessary to provide adequate capacity for control of subsequent summer floods; and such releases when made in these months, or thereafter, will be at the maximum rate practicable under the conditions at the time.

(c) Subject to the foregoing, the storage of water in and the release of water from all reservoirs constructed by the Corps of Engineers as part of the Middle Rio Grande project will be done as the interests of flood and sediment control may dictate: *Provided*, That the Corps of Engineers will endeavor to avoid encroachment on the upper two hundred and twelve thousand acre-feet of capacity in Cochiti Reservoir, and all reservoirs will be evacuated completely on or before March 31 of each year: *And provided further*, That when estimates of anticipated streamflow made by appropriate agencies of the Federal Government indicate that the operation of reservoirs constructed as a part of the middle Rio Grande project may affect the benefits accruing to New Mexico or Colorado, under the provisions of the eighth unnumbered paragraph of article VI of the Rio Grande compact, releases from such reservoirs shall be regulated to produce a flow of ten thousand cubic feet per second at Albuquerque, or such greater or lesser rate as may be determined by the Chief of Engineers at the time to be the maximum safe flow, whenever such operation shall be requested by the Rio Grande compact commissioner for New Mexico or the commissioner for Colorado, or both, in writing prior to commencement of such operation.

(d) All reservoirs of the middle Rio Grande project will be operated at all times in the manner described above in conformity with the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande Compact Commission: *Provided*, That whenever the Corps of Engineers determines that an emergency exists affecting the safety of major structures or endangering life and shall so advise the Rio Grande Compact Commission in writing these rules of operation may be suspended during the period of and to the extent required by such emergency.

(e) The foregoing regulations shall not apply to storage capacity which may be allocated to permanent pools for recreation and fish and wildlife propagation: *Provided*, That the water required to fill and maintain such pools is obtained from sources entirely outside the drainage basin of the Rio Grande.

Upper Mississippi River Basin

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$12,000,000 for the prosecution of the comprehensive plan for the Upper Mississippi River Basin, approved in the Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress.

The flood protection project on Redwood River at Marshall, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$2,252,000.

The project for the Coralville Reservoir on Iowa River, Iowa, as authorized by the Act of June 28, 1938 (52 Stat. 1215), is hereby modified to provide for construction of a highway bridge across said reservoir at or near the Mehaffy site, to replace the existing bridge crossing of Johnson County on County Road Y, under the direction of the Secretary of the Army and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, at an estimated cost of not to exceed \$1,180,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and right-of-way necessary for construction of the bridge.

Missouri River Basin

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$207,000,000 for the prosecution of the comprehensive plan for the Missouri River Basin approved in the Act of June 28, 1938, as amended, and supplemented by subsequent Acts of Congress.

The report of the Chief of Engineers on Wilson Dam and Reservoir, Saline River, Kansas, submitted in compliance with Public Law 505, Eighty-fourth Congress, published as Senate Document Numbered 96, Eighty-sixth Congress, is hereby approved, and construction of the project as a unit of the comprehensive plan of improvement for the Missouri River Basin authorized by the Flood Control Act approved December 22, 1944, is hereby authorized at an estimated cost of \$18,081,000.

The project for flood protection in the Gering and Mitchell Valleys, Nebraska, authorized by the Flood Control Act of July 3, 1958 (Public Law 500, Eighty-fifth Congress), in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 139, 84th Congress, is hereby modified to provide for such revisions in project scope and purposes due to changed conditions as may be found necessary by the Chief of Engineers, to provide needed protection in Gering Valley: *Provided*, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility report, which shall be coordinated with the Soil Conservation Service, for the approval of the Public Works Committees of the Congress which shall set forth the plan of improvement, its economic justification, and his recommendations for local cooperation.

The project for flood protection at Sioux Falls, South Dakota, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, Eighty-third Congress, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 133, Eighty-fourth Congress, is hereby modified to provide for extension of the authorized project to include flood protection in the reach between Western Avenue and Cherry Rock Dam, in accordance with plans to be prepared by the Chief of Engineers, at an estimated cost of \$560,000: *Provided*, That local interests agree to: (a) Furnish without costs to the United States all lands, easements, and rights-of-way; (b) hold and save the United States free from damages; (c) make all necessary relocation and utility changes; and (d) maintain and operate the project after completion.

The project for flood protection on Vermillion River, South Dakota, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report, dated February 16, 1960, at an estimated cost of \$6,010,000.

That the Fort Randall Dam and Reservoir project, South Dakota, is modified to provide for construction of a free highway bridge over the Missouri River at an appropriate location west of Platte, South Dakota, under the direction of the Secretary of the Army

and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, in order to provide adequate crossing facilities over such river for highway traffic in the area and in replacement of the closure of the Wheeler Bridge by reason of construction of said reservoir at a cost not to exceed \$6,375,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the bridge.

The project for flood protection on Cheyenne River and tributaries, South Dakota and Wyoming, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 280, Eighty-sixth Congress, at an estimated cost of \$272,000.

That (a) the general comprehensive plan for flood control and other purposes in the Missouri River Basin, as authorized by the Act of June 28, 1938 (52 Stat. 1215), and as modified and expanded by subsequent Acts, if further modified to include the payment by the Corps of Engineers of \$346,500 to the city of Bismarck, North Dakota, and \$227,552 to the city of Mandan, North Dakota, from funds heretofore or hereafter appropriated for the Fort Peck, Garrison, or Oahe Dam and Reservoir projects, in order to provide part of the Federal compensation to such cities, recommended by the board of engineers consultants in their report on effect of Missouri River reservoirs on sewage facilities at Mandan and Bismarck, North Dakota, dated January 1956, for the cost of construction of sewage treatment works made necessary by the construction by the Federal Government of dams and reservoirs on the Missouri River; the total estimated cost of such construction being \$770,000 in the case of the city of Bismarck and \$505,671 in the case of the city of Mandan. The remaining part of such Federal compensation shall be provided under the provisions of subsection (d) hereof.

(b) Amounts authorized under the provisions of this item may be paid in a single payment or in such installments as the Chief of Engineers deems appropriate to carry out the provisions of this item. No payment shall be made under such provisions until a showing is made satisfactory to the Chief of Engineers, that the city to receive such payment is ready to proceed with the construction for which the payment is authorized, and is able to finance its portion amounting to 25 per centum of the cost of such construction.

(c) The Chief of Engineers may require such reports with respect to the expenditure of any amounts paid under the provisions of this item as may be necessary to carry out such provisions.

(d) In addition to the amounts to be paid under the provisions of the foregoing subsections (a), (b), and (c), and for the same purposes, the Surgeon General of the Public Health Service shall pay \$231,000 to the city of Bismarck, North Dakota and \$151,701 to the city of Mandan, North Dakota. Payments under the provisions of this item shall be (1) from funds allotted to the State of North Dakota for the fiscal year beginning July 1, 1960, under the provisions of section 6 of the Federal Water Pollution Control Act, and (2) made without regard to the provisions of such Act other than subsection (e) of section 6 and the regulations prescribed to carry out such subsection.

Ohio River Basin

The project for flood protection on Lynn Camp Creek at Corbin, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in the House Document Numbered 282,

Eighty-sixth Congress, at an estimated cost of \$645,000.

The project for flood control and allied purposes on Laurel River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered —, Eighty-sixth Congress, at an estimated cost of \$21,900,000.

The project for flood control and allied purposes on Little Sandy River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated February 16, 1960, at an estimated cost of \$11,900,000.

The project for flood protection on Connoquenessing Creek at Butler, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 110, Eighty-sixth Congress, at an estimated cost of \$1,558,700.

The project for flood protection on Loyalhanna Creek at Latrobe, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 383, Eighty-sixth Congress, at an estimated cost of \$2,568,300.

The project for the North Fork Reservoir on the North Fork of Pound River, Virginia, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 184, Eighty-sixth Congress, at an estimated cost of \$3,681,000.

The project for flood protection on the West Branch of the Mahoning River, Ohio, authorized in Public Law 85-500, in accordance with the recommendations of the Chief of Engineers in House Document 191, Eighty-fifth Congress, is hereby modified to provide that the entire local share of cost for water for pollution abatement and for municipal and industrial water supply purposes is \$5,200,000, of which \$3,230,000 will be paid in cash during construction, and the unpaid balance at the time the project is placed in useful operation, \$1,970,000, may be paid in cash at that time or repaid on an annual basis in accordance with the principles of title III of said Public Law 85-500.

Great Lakes Basin

The project for flood protection on Cayuga Inlet at and in the vicinity of Ithaca, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 204, Eighty-sixth Congress, at an estimated cost of \$3,950,000.

The project for flood protection on Smokes Creek at and in the vicinity at Lackawanna, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 200, Eighty-sixth Congress, at an estimated cost of \$1,974,000.

Gila River Basin

The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000.

Whitewater River Basin, California

The project for flood protection on Tahchevah Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Document Numbered 171, Eighty-sixth Congress, at an estimated cost of \$1,658,000.

Mojave River Basin

The plan for flood control on the Mojave River, California, is hereby authorized sub-

stantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 164, Eighty-sixth Congress, at an estimated cost of \$3,070,000.

Los Angeles River Basin

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$32,000,000 for the prosecution of the comprehensive plan approved in the Act of August 18, 1941, as amended and supplemented by subsequent Acts of Congress.

Walnut Creek Basin

The plan for flood protection on Walnut Creek, California, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 76, Eighty-sixth Congress, at an estimated cost of \$17,980,000.

Sacramento River Basin

The project for flood protection on the Sacramento River, California, authorized by the Flood Control Act approved March 1, 1917, as amended and modified by subsequent Acts of Congress, is further modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document numbered 103, Eighty-sixth Congress, and there is hereby authorized to be appropriated the sum of \$14,240,000 for the prosecution of the initial phase of bank erosion control works and set-back levees on the Sacramento River.

Las Vegas Wash, Nevada

The project for flood protection on Las Vegas Wash and tributaries, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 405, Eighty-sixth Congress, at an estimated cost of \$13,410,000.

Gleason Creek, Nevada

The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document 388, Eighty-sixth Congress, at an estimated cost of \$450,000.

Great Salt Basin, Utah

The project for flood protection on the Salt Lake City Streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000.

Columbia River Basin

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$148,000,000 for the projects and plans for the Columbia River Basin, including the Willamette River Basin, authorized by the Flood Control Act of June 28, 1938, and subsequent Acts of Congress, including the Flood Control Acts of May 17, 1950, September 3, 1954, and July 3, 1958, and these projects and plans are hereby modified to include:

The project for construction of the Foster Reservoir on the South Santiam River, Willamette River Basin, Oregon, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 104, Eighty-sixth Congress, at an estimated cost of \$17,340,000.

SEC. 204. That, in recognition of the flood-control accomplishments of the multiple-purpose Merced River development including the Bagby, New Exchequer, and Snelling Dams and Reservoirs, proposed to be constructed on the Merced River by the Merced Irrigation District of California, there is hereby authorized to be appropriated a monetary contribution toward the construction cost of such development and the amount of such contribution shall be determined by the Secretary of the Army in cooperation

with the Merced Irrigation District, subject to a finding by the Secretary of the Army, approved by the President, of economic justification for allocation of the amount of flood control, such funds to be administered by the Secretary of the Army: *Provided*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the Merced Irrigation District shall have entered into an agreement providing for operation of the dams and reservoirs in such manner as will produce the flood-control benefits upon which the monetary contribution is predicated, and such operation of the dams and reservoirs for flood control shall be in accordance with rules prescribed by the Secretary of the Army pursuant to the provisions of section 7 of the Flood Control Act of 1944 (58 Stat. 890): *Provided further*, That the funds appropriated under this authorization shall be administered by the Secretary of the Army in a manner which shall assure that the annual Federal contribution during the project construction period does not exceed the percentage of the annual expenditure for the dams and reservoirs which the total flood-control contribution bears to the total cost of the dams and reservoirs: *And provided further*, That, unless construction of the development is undertaken within four years from the date of enactment of this Act, the authority for the monetary contribution contained herein shall expire.

SEC. 205. That, in recognition of the flood control accomplishments of the multiple purpose dam and reservoir (or dams and reservoirs) proposed to be constructed on the Mokelumne River by the East Bay Municipal Utility District of Oakland, California, there is hereby authorized to be appropriated a monetary contribution toward the construction cost of such dam and reservoir (or dams and reservoirs) and the amount of such contribution shall be determined by the Secretary of the Army in cooperation with the East Bay Municipal Utility District, and the Secretary of the Interior, subject to a finding by the Secretary of the Army, approved by the President, of economic justification for allocation of the amount of flood control, such funds to be administered by the Secretary of the Army: *Provided*, That the plan of improvement proposed by the East Bay Municipal Utility District will afford a degree of flood control which in the opinion of the Secretary of the Army is adequate for the Mokelumne River as a part of the overall flood control program for the central valley: *Provided further*, That, prior to making the monetary contribution or any part thereof, the Department of the Army and the East Bay Municipality Utility District shall have entered into an agreement providing for operation of the dam or dams in such manner as will produce the flood control benefits upon which the monetary contribution is predicated, and such operation of the dam or dams for flood control shall be in accordance with rules prescribed by the Secretary of the Army pursuant to the provisions of section 7 of the Flood Control Act of 1944 (54 Stat. 890): *Provided further*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the East Bay Municipal Utility District shall have entered into an agreement to provide adequately for mitigation of damages to fish and wildlife consistent with the other purposes of the project: *And provided further*, That the funds appropriated under this authorization shall be administered by the Secretary of the Army in a manner which shall assure that the annual Federal contribution during the project construction period does not exceed the percentage of the annual expenditure for the dam and reservoir (or dams and reservoirs) which the total flood control contribution bears to the total cost of the dam and reservoir (or dams and reservoirs).

SEC. 206. (a) That, in recognition of the increasing use and development of the flood plains of the rivers of the United States and of the need for information on flood hazards to serve as a guide to such development, and as a basis for avoiding future flood hazards by regulation of use by States and municipalities, the Secretary of the Army, through the Chief of Engineers, Department of the Army, is hereby authorized to compile and disseminate information on floods and flood damages, including identification of areas subject to inundation by floods of various magnitudes and frequencies, and general criteria for guidance in the use of flood plain areas; and to provide engineering advice to local interests for their use in planning to ameliorate the flood hazard: *Provided*, That the necessary surveys and studies will be made and such information and advice will be provided for specific localities only upon the request of a State or a responsible local governmental agency and upon approval by the Chief of Engineers.

(b) The Secretary of the Army is hereby authorized to allot, from any appropriations heretofore or hereafter made for flood control, sums not to exceed \$1,000,000 in any one fiscal year for the compilation and dissemination of such information.

SEC. 207. (a) That whenever, in connection with the construction of any authorized flood control, navigation or multiple-purpose project for the development of water resources, the Chief of Engineers, under the direction of the Secretary of the Army, determines it to be in the public interest to utilize existing public roads as a means of providing access to such projects during construction, he may, at his discretion, improve, reconstruct and maintain such roads and he may contract with the local authority having jurisdiction over the roads to accomplish the necessary work. The accomplishment of such work may be carried out with or without obtaining any interest in the land on which the road is located in accordance with mutual agreement between the parties: *Provided*, (1) That the Chief of Engineers determines that such work would result in a saving in Federal cost as opposed to the cost of providing a new access road at Federal expense, (2) That, at the completion of construction, the Chief of Engineers will, if necessary, restore the road to at least as good condition as prior to the beginning of utilization for access during construction, and (3) That, at the completion of construction, the responsibility of the Chief of Engineers for improvement, reconstruction, and maintenance shall cease.

(b) That, for such water resources projects, under construction or to be constructed, when the taking by the Federal Government of an existing public road necessitates replacement, the substitute provided will as nearly as practicable serve in the same manner and reasonably as well as the existing road. The Chief of Engineers is authorized to construct such substitute roads to design standards comparable to those of the State in which the road is located, for roads of the same classification as the road being replaced. The traffic existing at the time of the taking shall be used in the determination of the classification.

SEC. 208. (a) That the Secretary of the Interior is authorized to construct, operate, and maintain the Norman Federal reclamation project, Oklahoma, in accordance with the Federal reclamation laws (Act of June 17, 1902, and Acts amendatory thereof or supplemental thereto), except so far as those laws are inconsistent with this section, for the principal purposes of storing, regulating, and furnishing water for municipal, domestic, and industrial use, and for controlling floods, and, as incidents to the foregoing for the additional purposes of

regulating the flow of the Little River, providing for the conservation and development of fish and wildlife, and of enhancing recreational opportunities. The Norman project shall consist of the following principal work: A reservoir on Little River near Norman, Oklahoma, pumping plants, pipelines, and other conduits for furnishing water for municipal, domestic, and industrial use.

The Secretary may enter into suitable contracts with municipal organizations, or other organizations as defined in section 2, Reclamation Project Act of 1939 (38 Stat. 1187), to undertake with non-Federal financing the construction of pumping plants, pipelines, and other conduits, or any of such works, for furnishing water for municipal, domestic, and industrial use, and to advance to such organizations during the construction period funds to cover an appropriate share of the costs thereof attributable to furnishing water to Tinker Air Force Base.

(b) In constructing, operating, and maintaining the Norman project, the Secretary shall allocate proper costs thereof in accordance with the following conditions:

(1) Allocations to flood control, recreation, and the conservation and development of fish and wildlife and water supply for Tinker Air Force Base shall be nonreturnable.

(2) Allocations to municipal water supply, including domestic, manufacturing, and industrial uses, with the exception of that for Tinker Air Force Base, shall be repayable to the United States by the water users through contracts with municipal corporations, or other organizations as defined by section 2, Reclamation Project Act of 1939 (53 Stat. 1187), and title III of the Flood Control Act of 1958 under the provisions of the Federal reclamation laws, and to the extent appropriate, under the Water Supply Act of 1958. Such contracts shall be precedent to the commencement of construction of any project unit affecting the individual municipalities, and shall provide for repayment of construction costs allocated to municipal water supply in not to exceed fifty years from the date water is first delivered for that purpose, and notwithstanding the provisions in the Water Supply Act of 1958 relating to the rate of interest, payments of said construction cost shall include interest on unamortized balances of that allocation at a rate equal to the average rate (which rate shall be certified by the Secretary of the Treasury) paid by the United States on its marketable long-term securities outstanding on the date of this Act and adjusted to the nearest one-eighth of 1 per centum: *Provided*, That the water users' organization be responsible for the disposal and sale of all water surplus to its requirements, and that the revenues therefrom shall be used by the organization for the retirement of project debt payment, payment of interest, and payment of operation and maintenance cost.

(3) Upon the completion of the payment of the water users' construction cost obligation, together with the interest thereon, the water users shall have a permanent right to the use of that portion of the project allocable to municipal water supply purposes.

(c) Contracts may be entered into with the water users' organization pursuant to the provisions of this section without regard to the last sentence of subsection (c) of section 9 of the Reclamation Project Act of 1939.

(d) The Secretary is authorized to transfer to the project water users the care, operation, and maintenance of the works herein authorized, and, if such transfer is made, to deduct from the obligation of the water users the reasonable capitalized equivalent of that portion of the estimated operation and maintenance cost of the undertaking which, if the United States continues to operate the proj-

ect, would be allocated to flood control and fish and wildlife purposes. Prior to taking over the care, operation, and maintenance of said works, the water users' organization shall obligate itself to operate them in accordance with criteria specified by the Secretary of the Army with respect to flood control and the Secretary of the Interior with respect to fish and wildlife: *Provided*, That operation and maintenance and replacement cost of furnishing water supply to Tinker Air Force Base, as contemplated in the plan of development, shall be provided by an appropriate agreement between the Secretary of Defense and the water users' organization.

(e) Construction of the Norman project herein authorized may be undertaken in such units or stages as in the opinion of the Secretary best serves the project requirements and the relative needs for water of the several municipal users. Repayment contracts negotiated in connection with each unit or stage of construction shall be subject to the terms and conditions of subsection (b) of this section.

(f) The Secretary may, upon conclusion of a suitable agreement with any qualified agency of the State of Oklahoma or a political subdivision thereof for assumption of the administration, operation, and maintenance thereof at the earliest practicable date, construct or permit the construction of public park and recreational facilities on lands owned by the United States adjacent to the reservoirs of the Norman project, when such use is determined by the Secretary not to be contrary to the public interest, all under such rules and regulations as the Secretary may prescribe. No recreational use of any area to which this subsection applies shall be permitted which is inconsistent with the laws of the State of Oklahoma for the protection of fish and game and the protection of the public health, safety, and welfare. The Federal costs of constructing the facilities authorized by this subsection shall be limited to the nonreimbursable costs of the Norman project for minimum basic recreational facilities as determined by the Secretary.

(g) Expenditures for the Norman Reservoir may be made without regard to the soil survey and land classification requirements of the Interior Department Appropriation Act, 1954 (43 U.S.C. 390a).

SEC. 209. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its territorial possessions, which include the following-named localities: *Provided*, That after the regular or formal reports made on any survey are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress if such review is required by the national defense or by changed physical or economic conditions: *Provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this title until the project for the proposed work shall have been adopted by law:

Ogunquit, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Old Orchard, Cape Elizabeth, Portland, and Phippsburg, and adjacent coastal areas, Maine.

Patuxent River, Maryland.

Pithlachascotee River, Masarock Town, Anclote River, Lake Tarpon, Brooksville, and adjacent areas, Florida.

Phillippi Creek, Florida.

Atherton Creek, San Mateo County, California.

Wildcat and San Pablo Creeks, Contra Costa County, California.

Streams in Marin County, California, flowing into Richardson Bay, an arm of San Francisco Bay, including Coyote Creek and Arroyo Corte Madera del Presidio Creek.

Island of Hawaii, State of Hawaii, construction of dikes, barriers, or walls, to protect lives and property from lava flows resulting from volcanic eruption.

SEC. 210. In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$60,000,000 for the prosecution of the comprehensive plan adopted by section 9(a) of the Act approved December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress), as amended and supplemented by subsequent Acts of Congress, for continuing the works in the Missouri River Basin to be undertaken under said plans by the Secretary of the Interior.

SEC. 211. Title II of the Act may be cited as the "Flood Control Act of 1960".

TITLE III—EVALUATION OF RECREATIONAL BENEFITS

Policy and purpose

SEC. 301. It is hereby declared to be the policy of the Congress that full consideration should be given to the recreational purposes that can be served in the formulation, design, construction, and operation of Federal water resources projects hereafter authorized insofar as use for such purpose is compatible with the major purposes for which the project is to be undertaken. Consistent with this policy (1) as an integral part of the planning of any Federal water resources project, there should be included an evaluation of the recreational benefits to be derived therefrom, (2) planning with respect to the development of the recreational potential of any such project (a) should contemplate the coordination of the use of the project area for recreational purposes with the use of existing or planned Federal, State, or local developments in such manner as to achieve maximum net public benefit, and (b) should be carried out jointly with the Secretary of Agriculture if the project is or will be situated within the exterior boundaries of a national forest, and (3) plans with respect to any such project may provide storage and facilities as may be required for recreational use.

Definitions

SEC. 302. As used in this title—

(1) The term "Federal water resources project" means any project involving the development of water resources for purposes of navigation, flood control, reclamation, irrigation, water supply, hydropower, or other purposes which is undertaken by either the Secretary of the Army, acting through the Chief of Engineers, or the Secretary of the Interior, acting through the Bureau of Reclamation.

(2) The term "recreational purposes" means uses from which public recreational benefits may be derived.

(3) The term "recreational benefits" means public benefits of a recreational nature.

Applicability of section 4 of the Flood Control Act of December 22, 1944

SEC. 303. Except as provided herein, the provisions of this title are intended to be supplemental to and not in derogation of section 4 of the Flood Control Act of December 22, 1944, as amended (16 U.S.C. 460d), and the provisions of that Act are hereby made expressly applicable to Federal water resources projects of the Department of the Interior as well as the Department of the Army. With respect to any such project of the Department of the Interior, any reference in such section to the Secretary of the Army or the Chief of Engineers shall also be

deemed to refer to the Secretary of the Interior.

Evaluation of recreational benefits

SEC. 304. (a) In addition to such other data as may be prescribed by law, or may be pertinent, there shall be included in any report required to be submitted to the Congress by the Secretary of the Army or the Secretary of the Interior with respect to the development of any Federal water resources project, (1) an evaluation of the annual recreational benefits to be derived therefrom, (2) the annual cost of providing such benefits, including the cost of the additional facilities, if any, to be installed or provided specifically in furtherance of recreational purposes, and (3) the part of the cost of any such project that should be allocated to recreational benefits.

(b) The evaluation of recreational benefits, as provided in this section shall be made by the Secretary of the Army with respect to Corps of Engineers projects or by the Secretary of the Interior with respect to Bureau of Reclamation projects. The President is hereby authorized to prescribe regulations under which each such evaluation shall be made; and the President shall include in said regulations provisions for using in such evaluation of recreational benefits of any project a monetary value of not less than 50 cents per visitor-day of use of that project for recreation.

(c) The total recreational benefit creditable to any project under the foregoing provisions of this section shall in no event exceed the cost of providing comparable water-associated recreation by the least costly alternative means.

Allocation and financing of costs

SEC. 305. (a) Project costs, including the cost of minimum basic facilities provided pursuant to clause (1) of section 306(a), shall be allocated to the purpose of recreation. Of the costs so allocated not more than 10 per centum of the total cost of any Federal water resources project, including the cost of providing minimum basic facilities pursuant to clause (1) of section 306(a), may be assigned to recreational purposes, except that if the Secretary of the Army or the Secretary of the Interior determines that the recreational benefits to be derived from any such project are needed and that such benefits will have value on a widespread national basis, he may include in any report which is submitted to the Congress with respect to such project a recommendation that a greater amount than 10 per centum of the total cost of the project be assigned to recreational purposes. That part of the total cost of any such project which is allocated to recreational purposes shall be non-reimbursable and nonreturnable: *Provided*, That project costs not so assigned shall be allocated as provided by law.

Project facilities

SEC. 306. (a) In connection with any Federal water resources project, the Secretary of the Army or the Secretary of the Interior is authorized—

(1) to construct, operate, and maintain minimum basic facilities for access to, and for the maintenance of public health and safety and the protection of public property on, lands withdrawn or acquired for the project, and to conserve scenery and natural, historic, and archeologic objects;

(2) to cooperate with interested State and local governmental agencies and others in the investigation and planning of any such project; and

(3) to permit the construction, maintenance, and operation of public park and recreational facilities on project lands.

The minimum basic facilities referred to in clause (1) of this subsection shall be limited to water supplies, sanitary facilities, boat

anchorage and launching sites, access roads and parking areas, public camp and picnic sites, overlook stations, clearing of public-use water areas to a reasonable extent, and essential safety measures.

(b) In carrying out the policy and purpose of this title, as set forth in sections 301 and 303, the Secretary of the Army or the Secretary of the Interior is authorized to permit the construction, maintenance, and operation by non-Federal interests, with preference given to State and local governmental agencies, of such additional facilities as may be necessary or desirable for the full development of any Federal water resources project area for recreational purposes in accordance with the provisions of section 4 of the Flood Control Act of December 22, 1944, as amended (16 U.S.C. 460d).

Fish and Wildlife Coordination Act

SEC. 307. The provisions of this title are not intended to interfere in any way with operations carried on in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661-666c), and no such provision shall be construed to supersede that Act or any of its provisions.

Reclamation Project Act of 1939

SEC. 308. The second sentence of section 9(a) of the Reclamation Project Act of 1939, as amended (43 U.S.C. 485h (a)), is amended by striking out "together with any allocation to flood control or navigation made under subsection (b) of this section", and inserting in lieu thereof the following: "together with any allocation (i) to flood control or navigation under subsection (b) of this section, or (ii) to recreational purposes made under the Water Resources Recreation Act of 1960."

Project areas within national forests

SEC. 309. (a) Nothing in this title shall be construed to affect in any way the authority of the Secretary of Agriculture with respect to project areas which are under his jurisdiction.

(b) The authority conferred on the Secretary of the Army and the Secretary of the Interior by section 306 of this title shall be exercised with respect to national-forest lands only with the concurrence of the Secretary of Agriculture.

Short title

SEC. 310. Title III of this Act may be cited as the "Water Resources Recreation Act of 1960".

TITLE IV—ACQUISITION OF REQUIRED LAND

Declaration of policy

SEC. 401. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America shall be paid a fair and equitable amount for the property acquired and reimbursed for their actual losses.

Dissemination of information

SEC. 402. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and other requirements. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the proposed plans for acquisition and to obtain their comments thereon. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemina-

tion of the following information to those affected: (1) basis and procedures for appraisals; (2) basis for offer to purchase property without going to court; (3) legal procedures in condemnation proceedings; (4) entitlement to payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required by occupants of Government acquired land; (8) deposits as advances to land and property owners; and (9) use of land by owner when easement is acquired. The operation of this section and the functions performed under it shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237).

Commission on Compensation in the Acquisition of Land

SEC. 403. Because (a) owners and tenants displaced by public works projects of the United States do not always obtain reimbursement for all of their expenses and losses and (b) judicial interpretation of just compensation as guaranteed by the fifth amendment to the Constitution of the United States assures payment of only the market value of the property taken as if willingly sold, there is hereby established a Commission to be known as The Commission To Study the Adequacy of Compensation in Federal Real Property Acquisitions, hereafter referred to as "the Commission", the purpose of which shall be to determine the most effective manner of carrying out the policy set forth in section 401 of this title.

Interim provision for reimbursement of losses

SEC. 404. Because (a) many owners and tenants whose land is required for water resource development projects of the Department of the Army are not being reimbursed at the present time in accordance with the policy set forth in section 401 of this title and (b) legislative action on any recommendations made by the Commission established under section 403 could not be completed before June 30, 1963, persons, firms and corporation from whom any interest in real property is acquired between the effective date of this Act and June 30, 1963 for a water resource development project of the Department of the Army shall receive, in addition to but not in duplication of any payments otherwise authorized by law, further payment as will, in the discretion of the Chief of Engineers, compensate such persons, firm or corporation for consequential losses and damages in an amount not to exceed \$25,000 up to a maximum of 20 per centum of the appraised value of the interest in the real estate taken by the Government as determined by the Chief of Engineers. The authority conferred by this section shall be delegable by the Chief of Engineers to such responsible officers or employees as he may determine. The operation of this section and the functions performed under it shall be exempt from the operation of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237). To carry out the provisions of this section, the Chief of Engineers shall issue regulations which shall provide, among other things, that the payments authorized by this section shall be offset by any enhancement that the project causes in the market value of remaining property interests held by the applicant and shall be allowable only if the applicant certifies that he did not acquire his interest in the property involved in contemplation of the project or for the purpose of transfer to the Government. For the purpose of this section there shall be a presumption that an interest in property acquired other than through heirship after the date that a project is authorized by Congress was acquired in contemplation of the project.

Membership and organization of the Commission

SEC. 405. (a) The Commission shall be composed of seventeen members as follows:

(1) Nine appointed by the President of the United States, of whom six shall be from the executive branch of the Government and three from private life. From among these nine the President shall designate the Chairman and Vice Chairman of the Commission.

(2) Four appointed by the President of the Senate, at least two of whom shall be Members of the United States Senate.

(3) Four appointed by the Speaker of the House of Representatives, at least two of whom shall be Members of the House of Representatives.

(b) Any vacancy in the Commission shall not affect its powers, but shall be filled in the same manner in which the original appointment was made.

(c) Nine members of the Commission shall constitute a quorum, but a lesser number may conduct hearings.

(d) Service of an individual as a member of the Commission or employment of an individual by the Commission as an attorney or expert in any business or professional field, on a part-time or full-time basis, with or without compensation, shall not be considered as service or employment bringing such individual within the provisions of section 281, 283, 284, 434, or 1914 of title 18 of the United States Code, or section 190 of the Revised Statutes (5 U.S.C. 99).

Duties of the Commission

SEC. 406. The Commission shall study and investigate the present methods and procedures by which real property is acquired by the United States, the several States, and by other governmental bodies as deemed necessary in the discretion of the Commission. The Commission shall determine and report on the scope of losses, expenses, and damages incurred by individuals, families, business concerns, and local communities as the result of the acquisition of land for public works projects of the United States of America indicating particularly the scope and extent of losses, expenses, and damages, if any, not compensable under the judicial interpretations of the constitutional guarantee of just compensation.

Report

SEC. 407. The Commission, not later than December 31, 1962, shall submit to the President and to Congress a comprehensive report of its activities and the results of its studies. The report shall include recommendations for legislative enactments and administrative actions as in the judgment of the Commission are necessary to carry out the recommendations to fulfill the policy set forth in section 401 of this title.

Powers of the Commission

SEC. 408. (a) The Commission or, on the authorization of the Commission, any subcommittee or member thereof may, for the purpose of carrying out the provisions of this title, hold such hearings, and sit and act at such times and places, administer such oaths, and require, by subpoena or otherwise, the attendance and testimony of such witnesses and the production of such books, records, correspondence, memoranda, papers, and documents, as the Commission or such subcommittee or member may deem advisable. Subpoenas may be issued under the signature of the Chairman of the Commission, of such subcommittee, or any duly designated member, and may be served by any person designated by such Chairman or member. The provisions of sections 102 to 104, inclusive, of the Revised Statutes (U.S.C., title 2, secs. 192-194), shall apply in the case of any failure of any witness to comply with any subpoena or to testify when summoned under authority of this section.

(b) The Commission is authorized to obtain from any department, agency, or independent instrumentality of the executive branch of the Government any information it deems necessary to carry out its functions under this title, other than information relative to pending or prospective acquisitions; and each such department, agency, and instrumentality is authorized to furnish such information to the Commission, upon request made by the Chairman or by the Vice Chairman when acting as Chairman.

Appropriations, expenses, and personnel

SEC. 409. (a) There are hereby authorized to be appropriated to the Commission such amounts as may be necessary to carry out the provisions of this title.

(b) Each member of the Commission shall receive \$50 a day when engaged in the performance of duties vested in the Commission, except that no compensation shall be paid by the United States, by reason of service as a member, to any member who is receiving other compensation from the Federal Government, or to any member who is receiving compensation from any State or local government.

(c) Each member of the Commission shall be reimbursed for travel, subsistence, and other necessary expenses incurred by him in the performance of duties vested in the Commission.

(d) The Commission is authorized, without regard to the civil service laws and regulations, and without regard to the Classification Act of 1949, as amended, to appoint and fix the compensation of a Director and such additional personnel as may be necessary to enable it to carry out its functions, except that any Federal employees subject to the civil service laws and regulations who may be assigned to the Commission shall retain civil service status without interruption or loss of status or privilege.

Termination of the Commission

SEC. 410. The Commission shall cease to exist six months after the transmittal to the President and the Congress of the final report provided for in Section 407 of this title.

SEC. 411. Title IV of this Act may be cited as the "Land Acquisition Policy Act of 1960."

Mr. HILL. Mr. President, I offer an amendment which I ask to have stated. The PRESIDING OFFICER. The amendment will be stated.

The CHIEF CLERK. On page 5, after line 2, it is proposed to insert the following:

Black Warrior, Warrior, and Tombigbee Rivers, Alabama, at Jackson Lock and Dam: House Document Numbered 50, Eighty-sixth Congress, at an estimated cost of \$120,000;.

Mr. HILL. Mr. President, I yield myself 3 minutes.

The House of Representatives on February 15, last, unanimously passed a bill authorizing the acquisition of land for a national wildlife refuge for the Jackson lock and dam navigation project on the Tombigbee and Warrior Rivers in the State of Alabama.

My amendment would do exactly what the bill as it passed the House would do. It provides for the acquisition of the land for the establishment of a wildlife refuge pursuant to the Fish and Wildlife Coordination Act.

The bill has the approval of the Chief of Engineers, the U.S. Fish and Wildlife Service, the Department of the Interior, the Bureau of the Budget. In fact, all the agencies concerned approve the bill. There is no objection to it.

The Chief of Engineers submitted a report on the project to Congress in ac-

cordance with the Fish and Wildlife Coordination Act approved on August 12, 1958.

In view of that fact, I hope the distinguished chairman of the committee, who is in charge of the bill, will accept the amendment.

Mr. KERR. Mr. President, I think the amendment is meritorious. It has been cleared by the Corps of Engineers. Speaking as the manager of the bill, I recommend that the amendment be approved.

Mr. CASE of South Dakota. I have no objection.

The PRESIDING OFFICER. Without objection, the amendment is agreed to.

Mr. HILL. Mr. President, I ask unanimous consent to have printed in the RECORD at this point a statement I have prepared relating to this project.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

STATEMENT BY SENATOR HILL

The project for the Jackson lock and dam on Tombigbee River near Coffeetown, Ala., 120 miles above Mobile, is now under construction by the Corps of Engineers. The project is one of several lock and dam reconstructions on the Tombigbee and Black Warrior River systems, which include the Demopolis and Warrior locks and dams now completed. The authority for these projects is the River and Harbor Act of March 3, 1909, which permits the reconstruction of any existing structure whenever absolutely essential to its efficient and economic maintenance and operation to provide adequate facilities for existing navigation.

The Jackson lock and dam will replace existing old and antiquated locks Nos. 1, 2, and 3, on the Tombigbee River, with a dam about 65 feet high and a new modern lock 110 feet by 600 feet, having a single lift of 34 feet.

The plans for the Jackson lock and dam include improvement of the natural levee along the east bank of the river to provide a shallow permanent pool with several islands and a widely meandering shoreline along the west bank.

In accordance with the provisions of the Fish and Wildlife Coordination Act (U.S.C.A. title 16, sec. 661, as amended), the Secretary of the Interior and the director of the Alabama Department of Conservation propose to establish waterfowl management areas in conjunction with the project, including a State public shooting area on the east bank and a national wildlife refuge in and surrounding the pool on the west bank.

Establishment of the proposed refuge will require the acquisition of fee title to 2,025 acres of land which will be permanently inundated, but with no anticipated additional cost since the cost of fee title acquisition will probably be the same as the cost of acquiring flowage easements only as originally planned. In addition, the proposal will require fee acquisition of a thousand acres of islands formed by the impoundment at an estimated cost of \$50,000, and 1,224 acres of land in a 300-foot shoreline strip around the margin of the reservoir at an estimated cost of \$70,000, an increase in acquisition of approximately 2,000 acres of land that would not otherwise be acquired at a cost of \$120,000.

The purpose of the Fish and Wildlife Coordination Act is to permit the development of wildlife refuge potential as a part of public works projects similar to Jackson lock and dam, but requires specific authorization for individual projects.

The Jackson lock and dam is located in a new flyway for migratory waterfowl from the

Ohio River along the Cumberland and Tennessee Valleys to the wintering grounds on the gulf coast. The stabilized pool in the reservoir will also create substantial additional fishing and general recreational benefits.

The Chief of Engineers has submitted a report on this project to Congress in accordance with the Fish and Wildlife Coordination Act approved August 12, 1958. That report is printed as House Document No. 50, 86th Congress, and includes the report and recommendations of the Chief of Engineers, the U.S. Fish and Wildlife Service, the Department of the Interior, the Bureau of the Budget, and the State of Alabama. All of these agencies approve the project. There is no objection to it from any source so far as I know.

Authorization for this project was included in H.R. 8347, which passed the House on February 15, 1960. The Senate has not considered this House passed bill. A description of this project and comments of the agencies are included in House Report 1156, 86th Congress.

H.R. 7634 includes title III which permits evaluation of recreational benefits from projects hereafter authorized, and the use of those benefits in determining the economic feasibility of such projects. The Jackson lock and dam is now under construction and will be completed in about 2 years.

Adoption of the amendment I have offered will enhance the recreational possibilities of this large reservoir, will permit early realization of the recreational benefits from the project, and will permit full development of the project so that it will serve all possible purposes.

The wildlife refuge that will be established at the Jackson lock and dam project will be a cooperative effort. The U.S. Fish and Wildlife Service will maintain and operate the area on the west bank of the river, and the State of Alabama will develop the area on the east bank of the river, including construction of water control structures, and operate and maintain it without cost to the Federal Government.

I urge approval of the amendment.

Mr. JOHNSON of Texas. Mr. President, I send to the desk an amendment which I ask to have read.

The PRESIDING OFFICER. The amendment will be stated.

The LEGISLATIVE CLERK. On page 57, lines 22 to 23 it is proposed to insert the following:

SEC. 210. The Chief of Engineers, under the direction of the Secretary of the Army, is authorized and directed to cause an investigation and study to be made, in cooperation with appropriate agencies of the State of Texas, with a view to devising effective means of accomplishing the recharge and replenishment of the Edwards Underground Reservoir as a part of plans for flood control and water conservation in the Nueces, San Antonio and Guadalupe River Basins of Texas: *Provided*, That the State of Texas or its agencies contribute toward the cost of such study such funds or services as the Secretary of the Army may deem appropriate: *Provided further*, That the findings of such study shall be presented in a joint report signed by the appropriate representatives of the Governor of Texas and of the Chief of Engineers.

On page 57, line 23, in lieu of "SEC. 210" it is proposed to insert "SEC. 211".

On page 58, line 7, in lieu of "SEC. 211" it is proposed to insert "SEC. 212".

Mr. JOHNSON of Texas. Mr. President, this amendment would authorize an investigation and study of the engineering feasibility of recharging the Ed-

wards Underground Reservoir, in Texas. This great underground reservoir is a principal source of water for much of Texas; and the rapid drop in the water table in recent years has endangered the water supply of hundreds of thousands of Texans.

Under the amendment, the Corps of Engineers would investigate the possibility of recharging and replenishing the reservoir with flood waters from Texas rivers. This would reduce flood damage, and would conserve water for water-supply purposes.

Mr. President, I ask unanimous consent that I may insert at this point in the RECORD as a part of my remarks a brief statement explaining the nature and purpose of this amendment.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

STATEMENT BY SENATOR JOHNSON OF TEXAS

This amendment authorizes the Chief of Engineers to make a study and investigation, in cooperation with appropriate agencies of the State of Texas, of the recharge and replenishment potential of the Edwards Underground Reservoir as a part of plans for flood control and water conservation in the Nueces, San Antonio and Guadalupe River Basins of Texas.

The Edwards Underground Water Reservoir is the principal source of water for a large area in south-central Texas extending from Bracketville in Kinney County on the west to Kyle in Hays County to the north and east, a distance of 150 miles. The reservoir underlies large areas of the Nueces, San Antonio, and Guadalupe River Basins, encompassing a surface area of more than 7,000 square miles.

The Edwards underground reservoir is the principal source of municipal, industrial, and irrigation water for a large area of Texas. Virtually all municipal water systems in the area depend on the Edwards as its source of supply including the city of San Antonio. Over 800,000 persons, seven major Army and Air Force bases, many significant industrial establishments and a large irrigated area look to the Edwards Reservoir for continued existence.

This reservoir is naturally recharged and replenished with water through exposed sections of the Edwards limestone formation in stream beds within the Nueces, San Antonio, and Guadalupe River Basins. However, in recent years the demands on the reservoir by water users have far exceeded its natural recharge capacity, and as a result the water supply of this great area has at times been seriously in danger. The growth the economy of the area presently is experiencing will only add to the drain on this supply.

If the Edwards Reservoir is going to continue to serve as a principal source of water for this area of Texas, a way must be found to increase the rate of recharge from surface water sources. And the purpose of the investigation and study is to determine the engineering potential and feasibility of a recharge project for the Edwards Reservoir.

The proposed investigation and study would be designed to ascertain how much water may be made available to recharge the Edwards Reservoir, the means by which it may best be introduced into the underground strata, the nature, location and estimated costs of any improvements or structures proposed for replenishing and recharging the reservoir and a determination of the benefits which would be derived from such a project especially from the standpoint of flood control and prevention and the development of municipal, industrial, and irrigation water supplies.

Local authorities have conducted extensive ground water surveys of the area concerned

and have collected much basic data which will be utilized in this engineering study. Local agencies will also participate with the Corps of Engineers in carrying out the study, and it is provided in the amendment that State of Texas or its agencies shall contribute toward the cost of the study such funds or services as the Secretary of the Army may deem appropriate. It is also provided that the findings of the study shall be signed by the appropriate representatives of the Governor of Texas as well as the Chief of Engineers.

Mr. CASE of South Dakota. Mr. President, will the Senator from Texas yield?

Mr. JOHNSON of Texas. I yield.

Mr. CASE of South Dakota. I have examined the amendment. It has one unusual feature, in that it calls for the report to be signed by the Governor of the State of Texas, as well as by the representative of the Corps of Engineers. I certainly have no objection to the unusual signature provision, particularly in view of the fact that the study is to be a cooperative one.

However, I wish to ask the Senator from Texas whether it is to be understood that the report should also be submitted to the Federal agencies which customarily are called upon to make reports on studies by the Corps of Engineers, as well as to any State agencies which would be called upon because of their possible interest in the project.

Mr. JOHNSON of Texas. The answer is "Yes; they would be expected to."

Mr. CASE of South Dakota. With that understanding, I have no objection to the amendment.

Mr. KERR. I have no objection.

Mr. JOHNSON of Texas. Mr. President, I yield back the remainder of the time available to me.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Texas.

The amendment was agreed to.

Mr. HUMPHREY. Mr. President, I wish to express my appreciation to the Senator from Oklahoma [Mr. KERR] and to the Senator from South Dakota [Mr. CASE] for the splendid work done on the Minnesota projects in the omnibus rivers and harbors bill.

We have waited for some time for these projects, particularly those which relate to the deepening of the harbors and the flood control project on the Redwood River and the expansion of the industrial harbor at Red Wing, Minn.

Mr. President, I ask unanimous consent to have printed at this point in the RECORD, in connection with my remarks, a brief analysis of those provisions of the bill.

There being no objection, the analysis was ordered to be printed in the RECORD, as follows:

JUNE 9, 1960.

Four Minnesota projects are included in the omnibus rivers and harbors bill H.R. 7634. The following would be authorized by passage of the bill:

1. Flood control project on Redwood River at Marshall, Minn. This city serves the commercial needs of the highly developed, surrounding agricultural area. A major flood in June 1957 inundated the major part of the commercial and residential areas of the city and wide areas of adjacent farm land. Repeat of that flood would cause \$2.6 mil-

lion damage. The project calls for diversion of the river channel flood flows around the city.

2. Expansion of industrial harbor at Red Wing, Minn. This city serves a prosperous farming area in the southeast part of the State. At present, harbor facilities cannot handle increasing river traffic and storage demands. The project calls for dredging of a 9-foot-deep basin 1,200 feet in length.

3. Deepening of Duluth-Superior Harbor. This project would adapt the harbor to the full opportunity deep-draft vessels off St. Lawrence Seaway. It is a part of the proposed comprehensive survey of 20 Great Lakes Ports. Duluth-Superior had more traffic in 1958 than any of those ports. The cost-benefit ratio is a top-notch 19.3 to 1.

4. Deepening of Two Harbors harbor. This is another of the 20 ports included in the Great Lakes Comprehensive Survey. Its traffic, serving northeast part of the State, has picked up tremendously in recent years. It has a phenomenal cost-benefit ratio of 68 to 1.

Mr. CARLSON. Mr. President, I offer the amendment which I send to the desk and ask to have stated.

The PRESIDING OFFICER (Mr. McGEE in the chair). The amendment submitted by the Senator from Kansas will be stated.

The LEGISLATIVE CLERK. On page 58, between lines 6 and 7, it is proposed to insert the following new section:

SEC. 211. (a) The Secretary of the Army is authorized and directed to pay to any bona fide lessee or permittee owning improvements, which are or which were situated on a railroad right-of-way, the fair value of any such improvements, which have been or will be rendered inoperative or be otherwise adversely affected by the construction of the Tuttle Creek Reservoir project on the Blue River, Kansas, as determined by the Secretary, or by the U.S. District Court for the District of Kansas on which is conferred jurisdiction for this purpose.

(b) The Secretary of the Army is authorized to provide the funds necessary to carry out the provisions of this Act from any moneys appropriated for the construction of the Tuttle Creek Reservoir project.

On page 58, line 7, it is proposed to strike out "211" and insert in lieu thereof "212."

Mr. CARLSON. Mr. President—

The PRESIDING OFFICER. How much time does the Senator from Kansas yield himself?

Mr. CARLSON. One minute.

The PRESIDING OFFICER. The Senator from Kansas is recognized for 1 minute.

Mr. CARLSON. Mr. President, I have discussed the amendment with the distinguished Senator from Oklahoma [Mr. KERR] and with the ranking minority member, the Senator from South Dakota [Mr. CASE].

The amendment authorizes and directs the Secretary of the Army to pay any bona fide lessee or permittee the value of improvements located on a railroad right-of-way, where improvements are rendered inoperative, due to construction of Tuttle Creek Dam.

Examples are elevators and feed mills, gasoline bulk stations, and lumberyards. Nine lessees along the rights-of-way of two railroads are affected. It is estimated the payments provided under the bill would be in the aggregate approximately \$85,000.

The lessees have erected structures under leases with the railroads providing for termination upon acquisition of the fee by a public body and of another group upon 30 days' notice to lessee. As a result of court interpretation of the guarantee of just compensation contained in the fifth amendment to the Constitution, it has been held that tenants at will or licensees under revocable licenses do not possess a compensable property interest. Therefore, these nine lessees would suffer an undue hardship by receiving no damages for loss of improvements and also no consideration for the expense of removing their improvements, as required by the Federal Government.

The dam is practically complete. These installations should, in my opinion, be paid for by the Federal Government. The amendment follows the usual custom of taking care of these situations.

I sincerely hope that the Senator from Oklahoma and the ranking minority member of the committee will accept the amendment.

Mr. CASE of South Dakota. Mr. President, will the Senator from Kansas yield?

Mr. CARLSON. I yield.

Mr. CASE of South Dakota. This amendment illustrates one of the problems to which the committee addressed itself in the hearings; namely, adequate and equitable reimbursement for the taking of property when there is no basis in general law for a loss sustained.

There have been brought to the attention of the committee other instances in which a structure has been built under some sort of lease that did not amount to a title. Under existing general law the Corps of Engineers does not have authority to pay for a structure which rests upon a temporary leasehold or an easement, when there is no title to the land.

However, merit for the amendment certainly exists; and in the past Congress has passed individual or special relief bills to take care of such cases.

I have no objection to the amendment, and I believe it should be adopted.

Mr. KERR. Mr. President, the amendment offered by the Senator from Kansas has precedent in meritorious amendments; and I request the adoption of this amendment.

The PRESIDING OFFICER. Do the Senators for both sides yield back the remainder of the time under their control?

Mr. CARLSON. I do, Mr. President.

Mr. KERR. Yes, Mr. President; I do.

The PRESIDING OFFICER. All time on the amendment has been either used or yielded back.

The question is on agreeing to the amendment of the Senator from Kansas.

The amendment was agreed to.

Mr. CARLSON. I thank the Senator from Oklahoma.

Mr. FREAR. Mr. President, I submit the amendment which I send to the desk and ask to have stated.

The PRESIDING OFFICER. The amendment will be stated.

The LEGISLATIVE CLERK. In title I, it is proposed to insert a new section 110, and

to renumber the following sections—as follows:

SEC. 110. (a) That the project for a navigation channel in St. Jones River, Delaware, authorized by the River and Harbor Act of June 25, 1910, insofar as said project relates to said stream upstream from Lebanon, Delaware, be and the same is hereby abandoned.

(b) That St. Jones River upstream from Lebanon, Delaware, be, and the same is hereby declared to be not navigable waters of the United States within the meaning of the Constitution and laws of the United States.

(c) The right to alter, amend, or repeal this section is hereby expressly reserved.

Mr. FREAR. Mr. President, I need only one-half a second, because I think the committee is familiar with the amendment.

The PRESIDING OFFICER. Does the Senator from Delaware yield to himself one-half a second, only?

Mr. FREAR. Yes, Mr. President, for that will be sufficient time.

I lay the amendment in the hands of the chairman of the committee.

Mr. KERR. Mr. President, the amendment is a very unusual one. But in view of the fact that it authorizes the abandonment of the improvement, and in view of the fact that the amendment is offered by the Senator from Delaware [Mr. FREAR], I suggest its adoption.

Mr. CASE of South Dakota. Mr. President—

The PRESIDING OFFICER. How much time does the Senator from South Dakota yield to himself?

Mr. CASE of South Dakota. Two minutes.

The PRESIDING OFFICER. The Senator from South Dakota is recognized for 2 minutes.

Mr. CASE of South Dakota. Mr. President, certainly it is unusual for us to be called upon to deauthorize a project or part of a project. It was authorized in 1910; and, apparently, 50 years later the authorization has not been employed, and now it is desired to abandon it.

First, let me ask the Senator from Delaware whether that is a fact?

Mr. FREAR. I believe it was abandoned in 1910.

Mr. CASE of South Dakota. And nothing has been done during the ensuing 50 years?

Mr. FREAR. That is correct. It is supposed to call for about 7 feet at mean low water. Perhaps I do not exaggerate when I say that 7 inches at mean low water is nearer the fact. There is no commercial traffic at all on the creek; it is used by rowboats, and so forth.

Mr. CASE of South Dakota. I should like to invite the attention of the chairman of the subcommittee who is handling the bill on the floor to the language in subsection (c); and I ask him to advise me what it means from a legal standpoint:

The right to alter, amend, or repeal this section is hereby expressly reserved.

That is rather unusual language, and would be a limitation. What does that provision mean?

Mr. KERR. I think it is a declaration of an actuality, which would be just

as legal if not stated, but does not become less so by reason of being stated.

Mr. CASE of South Dakota. As a general proposition, my impression is that one Congress cannot bind another, and that the only way we could pass an irrevocable statute would be by constitutional amendment.

To reserve the right to repeal a section is rather unusual; but I have no objection, unless we are trying to bind a future Congress, when we do not have the power to do so.

Mr. KERR. It does not undertake to bind a future Congress. It specifically reserves to a future Congress the right to change it at its will.

Mr. CASE of South Dakota. Then I have no objection.

So far as this Congress is concerned, probably the amendment will be very useful.

Mr. FREAR. Mr. President, it will save the Government a considerable amount of money; I may say.

Let me ask whether the Senator from South Dakota will yield back the remainder of the time available to him.

Mr. CASE of South Dakota. I do.

Mr. FREAR. I do likewise.

The PRESIDING OFFICER. All time on the amendment has either been used or yielded back.

The question is on agreeing to the amendment of the Senator from Delaware.

The amendment was agreed to.

Mr. FONG. Mr. President, I send to the desk two amendments, and ask to have them stated.

The PRESIDING OFFICER. The first amendment offered by the Senator from Hawaii will be stated.

The LEGISLATIVE CLERK. It is proposed, on page 22, following line 16, to insert the following:

Coasts of the Hawaiian Islands; investigation of sites for possible use as anchorage areas for handling of explosives. Areas of investigation to be designated by the Governor's Advisory Committee on Explosives.

Mr. FONG. Mr. President, I have taken this matter up with the distinguished Senator from Oklahoma.

The PRESIDING OFFICER. How much time does the Senator yield to himself?

Mr. FONG. One minute.

This is a request for the investigation of an anchorage site for unloading of explosives within State waters. It requests an engineering survey.

Mr. CASE of South Dakota. Mr. President, I yield myself one minute.

The PRESIDING OFFICER. The Senator from South Dakota is recognized for 1 minute.

Mr. CASE of South Dakota. Mr. President, as I understand, this is a request for a study for a possible anchorage area.

Mr. FONG. That is correct.

Mr. CASE of South Dakota. It is not a request for an authorization for an anchorage, but for a study. Consistent with the other amendments we have already accepted to the bill and other proposals in the bill itself in the nature of committee amendments, I urge that the amendment be agreed to.

Mr. KERR. Mr. President, I urge the acceptance of the amendment.

The PRESIDING OFFICER. All time on the amendment is yielded back.

The question is on agreeing to the amendment.

The amendment was agreed to.

The PRESIDING OFFICER. The clerk will state the second amendment offered by the Senator from Hawaii.

The LEGISLATIVE CLERK. It is proposed, on page 57, between lines 22 and 23, to insert the following:

Kahoma Stream, island of Maui, Hawaii.

Mr. FONG. Mr. President, this is another request for the Corps of Engineers to make a flood control survey of the Kahoma Stream on the island of Maui.

Mr. CASE of South Dakota. Mr. President, I yield myself 1 minute.

This amendment seems to be a request for a study, which is consistent with other other study provisions in the bill and involves no great cost. It would be accomplished under the study funds available to the Corps of Engineers.

I urge its adoption.

Mr. President, before I yield the floor on this amendment, I should like to express my personal appreciation of the fine service rendered in the committee by our new colleague, the Senator from Hawaii [Mr. Fong]. The Senator from Hawaii, who is offering this amendment, has been most faithful in his attendance upon the hearings of the committee, and it is a pleasure to cooperate with him in this regard.

While I am speaking, I want to say the Committee on Public Works, I feel, is fortunate in having both Senators from the new State of Hawaii as members of the committee. Both Senators from Hawaii, Senator Long, as well as Senator Fong, have been faithful in attendance on the meetings of the committee and have taken a real interest in the work of the committee.

Hawaii is a new State of the Union. It has been neglected in the past in rivers and harbors projects.

A couple of years ago, after I had been there and certain situations were brought to my attention, I proposed and introduced a bill to authorize the improvement of one of the harbors on the island of Maui which had a very high cost-benefit ratio, about 6 to 1, and one which was rated very highly by the Department of the Navy.

I merely mention the fact to illustrate that when the present State of Hawaii was a Territory it did not have quite the same opportunity that a State has in getting attention for its needed development.

The State of Hawaii is a great contributor to the revenues of the country. It is proper that the study should be made. The State is represented by very fine Senators. It is a pleasure to have them on the committee and to request concurrence in the amendment.

Mr. KERR. Mr. President, I yield 1 minute to myself.

I am happy to concur in the remarks of the distinguished Senator from South Dakota relative to our two new Senators from Hawaii, who are members of our committee, and to say that this amend-

ment also is routine in nature and provides for an appropriate survey for a project in the State of Hawaii. I urge its adoption.

The PRESIDING OFFICER. All time on the amendment is yielded back.

The question is on agreeing to the amendment of the Senator from Hawaii.

The amendment was agreed to.

Mr. FONG. I thank the Senators from South Dakota and Oklahoma.

The PRESIDING OFFICER. The bill is open to further amendment.

Mr. KERR. Mr. President, I offer an amendment, submitted by both Senators from Mississippi [Mr. EASTLAND and Mr. STENNIS], and ask that it be stated.

The PRESIDING OFFICER. The amendment will be stated.

The LEGISLATIVE CLERK. It is proposed, on page 5, following line 4, to insert the following:

Pascagoula Harbor, Mississippi: Modification of the project authorized by the River and Harbor Act of 1954 (Public Law 790, Eighty-third Congress), House Document Numbered 98, Eighty-sixth Congress, to provide for a channel thirty-eight feet deep and three hundred and twenty-five feet wide through Horn Island Pass, thence thirty-five feet deep and two hundred and seventy-five feet wide through Mississippi Sound and up the Pascagoula River to the vicinity of the Ingalls Shipbuilding Corporation, in accordance with plans to be prepared by the Chief of Engineers, at an estimated cost of \$850,000, subject to conditions of local cooperation as prescribed by the Chief of Engineers.

Mr. CASE of South Dakota. Mr. President, I yield myself 1 minute.

This project is one which has been mentioned on occasion, at other times, by the Senator from Mississippi. I am not familiar with the details of it. I see no objection to it, in view of its modest cost and with the requirement that local cooperation should be such as prescribed by the Army Engineers. I see no objection to going to conference with the amendment.

I trust, if we go to conference, a memorandum will be prepared for the information of the conferees as to details of the project.

The other amendments we have been agreeing to have been study amendments. This is an amendment for the actual authorization of a project. While it is less than \$1 million in cost, I feel, before the conferees meet, we should have a memorandum of the details of the project and comment by the Army Engineers.

Mr. KERR. Mr. President, I yield myself 2 minutes.

I ask unanimous consent that there may be included in the RECORD a statement on the project by the Senator from Mississippi [Mr. STENNIS] and a letter from the Department of the Navy with reference to it.

There being no objection, the statement and letter were ordered to be printed in the RECORD, as follows:

STATEMENT BY SENATOR STENNIS

MODIFICATION OF PASCAGOULA HARBOR

1. Prior to funds made available in fiscal year 1960, the project for the Pascagoula Harbor, adopted by the Rivers and Harbors Act of March 4, 1913, and modified by the Rivers and Harbors Act of March 4, 1915, and May 17, 1950, provided for a channel 25

feet deep and 800 feet wide to Horn Island Pass, thence 22 feet deep and 225 feet wide across Mississippi Sound and up Pascagoula River to the Louisville and Nashville Railroad bridge.

2. The existing project for Pascagoula Harbor, approved September 3, 1954, provides for a channel 35 feet deep and 325 feet wide through Horn Island pass, thence 30 feet and 275 feet wide through Mississippi Sound and Pascagoula River to the Louisville and Nashville Railroad bridge.

Modification requested: Increase channel depth 3 feet through Horn Island Pass, and an increase of 5 feet through Mississippi Sound and Pascagoula River.

3. Although modification and deepening the channel was authorized in 1954, Federal funds were not available until fiscal year 1960. The urgency of a deeper channel prior to 1960 forced local interests to use their own funds for deepening this important harbor facility, which was authorized by the Omnibus Rivers and Harbors Bill in 1954. In an effort to cope with this overall problem the local government of Pascagoula has spent some \$5,250,000 for improving their port facility. This is certainly commendable and emphasizes the competence and willingness of local authorities.

In 1949, local interests provided increased dimensions in the main ship channel from the Gulf of Mexico to the Louisville and Nashville Railroad bridge, at a cost of \$739,513.

In 1955, local interests dredged a cutoff channel 18 feet deep through Robertson and Bounds Lakes, along the alignment authorized by the Rivers and Harbors Act of May 17, 1950. The Bayou Cosotte Channel and harbor represent an expenditure by local interests of about \$2 million, and public terminal facilities under construction on the west bank of Pascagoula River, when completed, will represent an additional expenditure of about \$2 million.

4. The Pascagoula area is the most active industrial area in the State of Mississippi. The largest industry located here is Ingalls Shipbuilding Corporation, which is making ships for the United States, including several submarines, destroyers and transports. This is one of the most popular harbors and shipbuilding corporations in the world. This industry provides employment for approximately 9,000 people in several adjoining counties.

For the past several years ships built by Ingalls have had difficulty in getting out of Pascagoula Harbor. On several occasions the Corps of Engineers has been called upon to make emergency dredges to permit new ships to move out of the harbor. Funds made available last year will be of great assistance, but because of larger ships and submarines being assembled, concern has been expressed as to possible damage to new ships moving out through the harbor. If this condition continues to exist, this important Mississippi industry will lose the opportunity to build Navy ships in the future. At the present time they are building atomic submarines.

This modification is just as necessary and just as simple as having to extend the runway at Tinker Air Force Base in Oklahoma.

Ingalls was not called on to bid on the Polaris submarine; and while other reasons were given for not inviting bids, this inadequate harbor depth could have been a key factor. This modification is essential for adequate clearance of present and future ships which will be assembled here. It is certainly not fair for this important industry to be penalized because of inadequate harbor channel.

5. I have noticed in the press that the omnibus rivers and harbors bill of 1961 has about \$65 million for modification, deepening and improving port facilities on the Great Lakes.

6. Our Military Construction Subcommittee approved an item for Charleston Navy Yard, authorizing \$12.5 million just to build a new dock for the Polaris submarine.

7. This small modification, which the Engineers estimate to cost \$850,000 is essential and will not materially affect present maintenance cost. In view of the exceptionally high local contributions made by the local government of Pascagoula—approximately \$5,250,000—for improvement of this port facility, I hope that the Senate will accept and adopt this small modification.

DEPARTMENT OF THE NAVY,
BUREAU OF SHIPS,
Washington, D.C.

Hon. JOHN STENNIS,
U.S. Senate,
Washington, D.C.

MY DEAR SENATOR STENNIS: During our recent telephone conversation you inquired as to the adequacy of channel depths in the vicinity of the Ingalls Shipbuilding Corp. at Pascagoula, Miss., in light of plans for future naval ship construction.

As you know, the inner channel extending from Pascagoula Harbor to Horn Island Pass has been dredged to approximately 30 feet in depth and the outer channel has been similarly deepened to approximately 35 feet. These depths are sufficient to accommodate Navy ships now under construction at Pascagoula. Naval ships of the foreseeable future for which Ingalls might be a competitor, probably will require a channel depth of approximately 35 feet.

I trust that this information will be helpful to you.

With kindest regards.

Sincerely yours,

R. K. JAMES,
Rear Admiral.

Mr. KERR. Mr. President, with reference to this amendment, it provides for the deepening of a channel which now comes into the harbor at Pascagoula. The purpose of it is to make it possible for a great shipbuilding company at Pascagoula to be able to be competitive in its bids for the building of certain ship or submarines by the Navy which, without this change or addition and improvement to the harbor, it could not do. With this improvement to the harbor, it will become the first shipbuilding company on the Gulf of Mexico that will have a harbor facility which will enable it to be competitive with other shipbuilding companies located in harbors elsewhere in our country with facilities which enable them to be competitive in bidding for this work.

Mr. CASE of South Dakota. Mr. President, I yield back my time.

The PRESIDING OFFICER. All time on the amendment has been yielded back.

The question is on agreeing to the amendment of the Senator from Oklahoma [Mr. KERR].

The amendment was agreed to.

The PRESIDING OFFICER. The bill is open to further amendment.

Mr. LUSK. Mr. President, I offer amendments which I send to the desk and ask to have stated.

The PRESIDING OFFICER. The amendments offered by the Senator from Oregon will be stated.

The LEGISLATIVE CLERK. It is proposed, on page 58, between lines 6 and 7, to insert the following:

Sec. 211. The Detroit Dam and Reservoir on the North Santiam River, Oregon, authorized by the Flood Control Act of June 28, 1938

(Public Law 761, Seventy-fifth Congress), shall be known and designated hereafter as the Douglas McKay Dam and Reservoir. Any law, regulation, map, document, record, or other paper of the United States in which such dam and reservoir are referred to as the Detroit Dam and Reservoir shall be held to refer to such dam and reservoir as the Douglas McKay Dam and Reservoir.

On page 58, line 7, in lieu of "211", it is proposed to insert "212".

The PRESIDING OFFICER. How much time does the Senator from Oregon yield to himself?

Mr. LUSK. One minute.

The purpose of the amendment is to name the dam in western Oregon on the west slope of the Cascade Mountains now known as the Detroit Dam after the late Douglas McKay.

Mr. President, I shall make a brief statement about Douglas McKay. He was born in Portland, Oreg., in 1893. He served as mayor of Salem, Oreg. He served several terms in the Oregon State senate, and as Governor of Oregon from 1949 to 1953. He was appointed Secretary of the Interior January 21, 1953, and resigned from that position in May 1956. He was appointed chairman of the International Joint Commission in August 1957, and served until his death, July 22, 1959.

Mr. McKay was a distinguished political leader of Oregon for more than a quarter century. He was always interested in the development of the natural resources of the Nation, particularly the water resources. He was Governor of Oregon during the time the major projects in the Columbia River Basin were authorized. In his capacity as chairman of the International Joint Commission he served with distinction, and he deserves much of the credit for the progress which has been made in reaching an understanding with Canada with respect to the use of the Columbia River waters.

It is believed to be fitting that the Detroit Dam and Reservoir be named for Mr. McKay in recognition of his long and outstanding service to the State of Oregon, to the Pacific Northwest, and to the Nation.

Mr. President, I have discussed the amendment with the distinguished chairman of the subcommittee of the Committee on Public Works, and I trust the amendment will be accepted by him.

Mr. CASE of South Dakota, Mr. President, I yield myself 1 minute.

Mr. President, so far as the Senator from South Dakota is concerned, it is a pleasure to urge acceptance of the amendment. Douglas McKay was a man of the West. He was a great patriot. His death was untimely, due in part to injuries which he sustained in the service of his country. He had a great career in public life in the State of Oregon and in the Nation's capital. I am pleased to see the amendment offered by the distinguished Senator from Oregon, and I urge its adoption.

Mr. KERR. Mr. President, I yield myself 1 minute.

I have no objection to the acceptance of the amendment.

Mr. President, I yield back the remainder of my time.

Mr. CASE of South Dakota. Mr. President, I yield back the remainder of my time.

The PRESIDING OFFICER. All time has been yielded back. The question is on agreeing to the amendment offered by the Senator from Oregon [Mr. Lusk].

The amendment was agreed to.

Mr. HART. Mr. President, will the Senator yield?

Mr. KERR. Mr. President I yield 2 minutes to the Senator from Michigan.

Mr. HART. Mr. President, I thank the senior Senator from Oklahoma for his leadership in developing title III of the bill before us. This title recognizes the urgent and increasing recreational need throughout the United States. Since I come from a State rich in recreational opportunities, and serve with the Senate Select Committee on National Water Resources, of which the Senator from Oklahoma [Mr. KERR] is chairman, I have become increasingly convinced that we are entering a period in which recreational demand is going to be such that we must give new recognition to this use of our natural resources. It will be one of my prime interests in the 87th Congress to participate in preparation of a legislative basis for meeting the national need for recreational opportunities.

Title III applies, quite properly, only to projects of the Corps of Engineers and the Reclamation Bureau, and only to the extent that recreation is applicable to their primary purposes of navigation, flood control, irrigation and hydroelectric power. Also quite appropriately, title III limits its application to minimum basis facilities. It is an urgently needed, timely step. It is my hope that the Congress will approve this statement of policy, and that next we shall move on to a program which looks to the full development of our recreational opportunities.

In this connection, I commend the author of title III specifically for recognizing in it the fact that cooperation between the Federal Government and non-Federal interests is essential. This same principle will be of the utmost importance in the drafting of legislation for the broader program which must come in light of foreseeable need. Title III is a fine contribution to the bill before us. I hope it is widely appreciated and supported.

Additionally, Mr. President, I commend the senior Senator from Oklahoma for the leadership which has resulted in section 206 of the bill before us. Here the Corps of Engineers is authorized to compile and disseminate information on areas subject to inundation by floods. This section specifies that the information shall be made available only upon the request of a State or responsible local governmental agency. This limitation is wise since there are many facets to this problem which will need further study. For example, there is the problem of what use should be made of property identified as subject to inundation by floods; and there are matters of Federal-State-local governmental and nongovernmental relationships carefully to be worked out. I welcome the inclusion of this section in the bill. It will put us

on the track to working out one of the thorny problems in the water resources field. Again I thank the Senator.

Mr. HOLLAND. Mr. President, will the Senator yield me 3 minutes?

Mr. KERR. Mr. President, I yield 3 minutes to the Senator from Florida.

The PRESIDING OFFICER. The Senator from Florida is recognized for 3 minutes.

Mr. HOLLAND. Mr. President, I wish to express my very deep appreciation, as well as that of my colleague and of the people of the State of Florida generally, to the distinguished Senator from Oklahoma, the Senator from South Dakota, and the other members of the committee on both sides of the aisle, for the careful and meticulous way in which they have worked out the several problems relating to Florida which were involved in the work of the committee and which are now covered by the provisions of the bill.

Mr. President, there were an unusually large number of favorable reports from the Corps of Engineers during the period following the approval of this bill by the House of Representatives. The distinguished chairman of the committee and the members of the committee handled all those reports very carefully and helpfully. I am certainly grateful to them for their action.

Mr. President, in addition, there are two unusual items in the bill to which the distinguished chairman and his committee gave attention, and which I think they handled in a very fine, fair, and understanding manner. One of those is the provision whereby the dike around Lake Okeechobee is designated as the Herbert Hoover dike. This was the request of all the local units of government in the area affected, both municipalities and counties, and also the request of the State of Florida through the Governor and members of the cabinet of our State.

Mr. President, in order that the RECORD may at least reflect the facts about this incident, I ask unanimous consent that a portion of the report, the paragraph at the top of page 132 dealing with this subject, be printed in the RECORD.

There being no objection, the excerpt was ordered to be printed in the RECORD, as follows:

CHANGES IN DESIGNATION, LAKE OKEECHOBEE LEVEES

Disastrous floods caused by hurricanes in 1926 and 1928 cost the lives of about 2,500 persons in the Lake Okeechobee area, particularly around its south shore. It is understood that President Herbert Hoover visited the area and within a short time secured congressional authorization for Federal improvement of the inadequate flood-control structures around the lake. Local interests and State officials now desire to designate the levees around Lake Okeechobee as the Herbert Hoover dike, to commemorate his humanitarian efforts and interest in public safety, which permitted the safe development of the rich potential of this region. The committee believes it fitting that the desires of the people of Florida be fulfilled and that the levees around Lake Okeechobee bear the name of this great American.

Mr. HOLLAND. Mr. President, we had two disastrous floods during hurricanes, one in 1926 and one in 1928.

The flood in 1926 took the lives of about 300 citizens of our State at and

near the little village of Moore Haven on the west shore of the lake. The flood of 1928, again during a hurricane, took the lives of some 2,200 citizens of our State, in the neighborhood of Belle Glade, Pahokee, and South Bay, on the southeast side of the lake.

President Hoover was very helpful to our Senators, to our Representatives, and to the people of Florida in taking a direct and personal interest in the disaster, and in helping to have legislation promptly passed through the Congress, following which the levees were speedily built. We merely wish to make sure that his very important part in this effort be not forgotten, which is the occasion for the request, Mr. President. The citizens in the protected area have been safe from hurricanes and floods since the dikes were constructed.

The other item which was handled so ably by the distinguished Senator and his committee concerned the conveyance of property. Originally, when the cross-State canal in Florida was authorized by Congress, it was intended to be a ship canal or a sea level canal which would require a very wide right-of-way. The ship canal authority of our State, seeking to meet its obligations under that venture bought and conveyed to the U.S. Government quite a large acreage of land. Some of the land is still required under the modified program, which provides for a barge canal only, which does not require nearly so wide a right-of-way.

The Corps of Engineers recommended, and the committee approved, a provision in the bill, section 104 of title I, by which it is directed that lands not needed under the new project can be reconveyed to the ship canal authority of Florida, provided the lands will be used solely to enable that authority to purchase other needed lands, which condition, of course, will be meticulously observed.

Mr. President, I thank the distinguished Senator. I realize it has not been easy in this very busy session to find time for things of this kind, which nevertheless are highly important and could not be handled other than by legislation. The Senator has been kind. He has been patient. He has been thoughtful. He has been considerate. I thank him and all the other members of the committee.

Mr. KERR. Mr. President, I yield myself 1 minute.

The PRESIDING OFFICER. The Senator from Oklahoma is recognized for 1 minute.

Mr. KERR. Mr. President, I express my appreciation not only to the distinguished Senator from Florida [Mr. HOLLAND] but also to the distinguished Senator from Michigan [Mr. HART].

It was my great pleasure, when I came to the Senate, to become a member of the Committee on Public Works. At that time the Senator from Florida was one of its very able members. It was from him that I learned a good deal of what I may know about the work of the committee. I appreciate what the Senator has had to say.

Mr. President, I yield 3 minutes to the Senator from West Virginia [Mr. RANDOLPH].

The PRESIDING OFFICER. The Senator from West Virginia is recognized for 3 minutes.

Mr. RANDOLPH. Mr. President, our colleague, the scholarly and sincere Senator from Arkansas [Mr. FULBRIGHT] is necessarily absent from the Chamber during the consideration of the rivers and harbors-flood control authorization measure. He requested me to present on his behalf a statement, in which he speaks not only of the objectives of the merited legislation, but also expresses his commendation of the services of the Senator from Oklahoma [Mr. KERR], who is in charge of the bill.

Mr. President, I ask unanimous consent that the statement of the Senator from Arkansas [Mr. FULBRIGHT] be made a part of the RECORD at this point.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

STATEMENT BY SENATOR J. W. FULBRIGHT

I commend the chairman and the members of the Public Works Committee for their efforts on this authorization bill. They have done a great service to the Nation in bringing out this sound, constructive bill for the development of our water resources. The distinguished Senator from Oklahoma, Mr. KERR, deserves a special vote of thanks from conservationists everywhere for his tireless work in guiding the subcommittee's deliberations on this measure. The people of Arkansas, I know, are grateful for his vision and foresight on conservation matters. He has been a good friend to our State in cooperating on our water projects. I congratulate him on doing his usual outstanding job on an authorization bill.

The passage of this bill will represent another giant step toward the ultimate objective of achieving maximum benefits from all our water resources. We are just beginning to develop a nationwide awareness of the importance of water to our economy. It is unfortunate that we have neglected so long the development of this essential aspect of our economy. Growing water shortages in many areas and serious flooding in others have created a new awareness of the need to devote more effort toward solving the difficult problems of having too much or too little water. The wisdom of our Nation's past efforts at water control and conservation are proved anew year after year. The floods in the Missouri, Ohio, and Mississippi Basins, as well as in my own State, this spring demonstrated the economic soundness of our previous investments in flood control works in those areas.

The projects in this authorization bill will strengthen the Nation's economy and place our country in a better position to meet the demands of the future.

Arkansas fared well in this bill and I should like to discuss briefly some of the State's projects included in it.

The Ouachita River navigation project promises to open a new era of progress for all South Arkansas. The modernization of the existing 6½-foot channel has been urgently needed for years. The existing navigation channel and locks are woefully inadequate for modern barge traffic. We have worked for years to get started on the needed improvements and, with this authorization, the end is almost in sight.

South Arkansas is an area with rich potential. It has everything that industry needs and wants with the exception of adequate water transportation. The completion of the proposed project will make this one of the most attractive industrial areas in the country. I am not only very pleased that the committee recommended authorization

of the project but also that it recognized the need for locks of sufficient size to accommodate modern barges. The review of this aspect, as recommended by the committee, will, I hope, result in increasing the lock size to 600 feet. Such locks are needed in order that the project not be outdated before construction is completed.

The committee also recommended authorization of the McKinney Bayou and Maniece Bayou projects in southwest Arkansas. Both of these bayous are tributaries of the Red River and construction of the recommended improvements would protect large sections of rich agricultural land from periodic flooding. The projects have excellent benefit-cost ratios. I know that the citizens of the affected areas will be grateful for the committee's sympathetic consideration of their problems.

The recommended plan for realignment of the channel of the Red River near Garland City, Ark., will save a railroad and a highway bridge as well as eliminate the threat to the city itself.

A real emergency exists because of the continued recession of the right bank of the river and I am pleased that the committee recognized the seriousness of the situation.

The plan of recommended improvements for the Village Creek, White River, and Mayberry levee districts project in Jackson County, Ark., represents the most logical approach to solving the flood control problem in that area. The plan recommended by the committee, and supported by the local interests, will eliminate 95 percent of the flood damages in the district whereas the plan recommended by the Corps of Engineers would eliminate only about 45 percent. The committee properly viewed this project as a modification of existing flood control works along the White River, with the entire plan figured as a unit. I am glad that the committee considered this relationship and approved the plan which will provide maximum benefits.

The committee has also increased the Arkansas and White River Basin authorizations by amounts sufficient to permit sound progress and budgeting for the next 3 years. This action will insure that there will be no delays because of authorization difficulties in proceeding with these basinwide projects so important to my State.

I commend the committee on its recommendation that additional emphasis be placed on the recreational aspects of water projects. For many years I have favored the computation of recreational benefits in project feasibility determinations. The citizens of Arkansas appreciate the contributions to the State's economy from the tourists and fishermen who visit our reservoirs. Last year over 7 million visits were made to Corps of Engineer reservoirs in Arkansas. Recreation is big business, not only in Arkansas but everywhere. And it is only logical that recreational facilities should be included in a project where practical and the benefits and costs for such features computed accordingly. Our outdoor recreational facilities are already overcrowded and the situation will undoubtedly become worse as increasing leisure time is available to our people. Each Federal water project should be constructed so that maximum recreational benefits are derived from it. I am very pleased at the prospect of establishing this goal as a policy of the Congress.

This is a good bill from the standpoint of Arkansas and the Nation. I hope that it will be possible to obtain funds during this session of Congress to initiate work on many of the projects. I will certainly do everything I can to accomplish this. I again want to commend the committee members for their fine work in bringing out such a constructive piece of legislation. Future generations will be grateful for your action.

Mr. RANDOLPH. Mr. President, I wish to embrace the thinking of the Senator from Arkansas as expressed in the statement I just inserted in the RECORD. The control of water that floods may be prevented, that natural resources may be conserved, that a pure supply may be provided to growing populations—with resulting benefits for necessary recreation—is highly desirable to our Nation's growth and the well-being of our people.

It has been a genuine privilege for me to serve on the subcommittee of which the Senator from Oklahoma [Mr. KERR] is the dynamic and forward-thinking chairman. I have learned from his leadership, and I have also admired the careful efforts of Senator CASE of South Dakota in our Subcommittee on Rivers and Harbors-Flood Control and our full Committee on Public Works. The committee, chairmaned by the friendly Senator from New Mexico [Mr. CHAVEZ], is charged increasingly with the consideration of legislation important to the strengthening of the natural resources of America so that they may be blessings for future generations, rather than to have them deteriorate into blights on the Nation's tomorrows.

Mr. President, the gravity of our water pollution threat makes it imperative that the Federal Government move as rapidly as possible in solving what has long since ceased to be an exclusively local or State problem.

The water of this country can and must be improved for public water supply, propagation of aquatic life and other wildlife, for recreation, agricultural, industrial, and other legitimate uses—but importantly, of course, for the protection of public health.

Water is an old friend and a most valuable servant as well. Today we are making more demands upon this valuable servant than ever before; for home uses, for the production of hydroelectric power, for irrigation of arid lands, for transportation, and, of course, for industrial needs. Then, too, we use water to carry away the wastes from our homes, cities, and industries. This use has always been important, but as the population increases and as more industries are spawned along our streams, this use—for carrying away wastes—actually is threatening to cut down or completely prevent our other significant uses.

Let us not forget, Mr. President, that water has indeed been humanity's good friend. We have allowed ourselves to neglect and mistreat it too long, but in this legislative action, and by our cooperation back home, we are finding that it is not too late to translate neglect into positive growth and mistreatment into affirmative frontiers.

Mr. KERR. Mr. President, I yield to myself 30 seconds. I am very grateful to the Senator from West Virginia for his kind remarks, and I am happy to say that one of the pleasures that I have on the committee is the opportunity to work day by day with him, and to have the benefit of his clear thinking and devoted service to the committee and its purposes.

Mr. LONG of Louisiana. Mr. President, I offer an amendment, which I send to the desk and ask to have stated.

The PRESIDING OFFICER. The amendment offered by the Senator from Louisiana will be stated.

The LEGISLATIVE CLERK. On page 19, line 13, it is proposed after the word "to", to strike out "established harbor areas" and insert "harbor areas heretofore or now established and".

Mr. LONG of Louisiana. Mr. President, the amendment is purely in the nature of a clarifying amendment, because it contains the purpose of a bill which I had introduced to provide that cities which had harbors on rivers and which were deprived of the right to have such harbors by way of flood control structures or by the shift of the river might be in a position to have channels to bring access to the river for navigational purposes.

Mr. KERR. Mr. President, I think the amendment is purely clarifying. I think the amendment expresses the purpose of the committee in the bill as it was prepared and accepted, and is before the Senate, and I think the acceptance of this amendment is appropriate.

Mr. LONG of Louisiana. Mr. President, I express the gratitude of the State of Louisiana for the consideration and the help that the distinguished Senator from Oklahoma has given to all States on flood control and navigation projects in the bill. In our judgment he has done a magnificent job. He has been very fair and he has respected the interests of the Nation.

Adoption of the bill will improve and strengthen this Nation.

The PRESIDING OFFICER. Without objection, all time is yielded back. The amendment was agreed to.

The PRESIDING OFFICER. The bill is open to further amendment. If there be no further amendment to be proposed, the question is on the engrossment of the amendments and the third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

Mr. DIRKSEN. Mr. President, I appreciate the difficulties that we had with the authorization bill on rivers and harbors last year and perhaps the year before. It is likely that we may have the same difficulty again. I am in a very awkward position for a number of reasons.

The Budget Bureau has pointed out some projects that are objectionable, the first and largest of which is a project in which I have a deep and abiding interest.

I say to the distinguished chairman of the subcommittee, the Senator from Oklahoma [Mr. KERR] and my friend and associate from South Dakota [Mr. CASE] that I shall be forever deeply grateful for their kindness in including an Illinois waterway project for the enlargement of three locks and dams in the hope that we can accommodate the Great Lakes commerce that will be generated by the seaway.

Now I discover that among the projects on which the Budget Bureau has expressed hope that there would be deferral is one in which I am most interested. Incidentally, it is the largest project on the list, being in the amount of \$114,652,000.

Mr. President, a soldier has no business to complain. He takes the bitter with the sweet, and when he carries the flag, he carries it through thick and thin, in light and dark, and if that is the way it must be, then that is the way it must be. My hopes and aspirations with respect to this project must at least momentarily fall by the wayside.

There are 12 projects to which opposition has been registered. They aggregate \$115 million. I think of that number there were five which both the Bureau of the Budget and the Chief of Engineers opposed. There are three projects which the Bureau of the Budget has recommended not be authorized on the basis proposed in the bill. There are 10 projects estimated at a cost of \$81 million which have not yet been reviewed and reported on by the Bureau of the Budget under established budget policies.

Then I believe there are 17 projects which do not conform to the uniform cost-sharing standards of flood control projects, in the sum of \$181 million.

Under the circumstances I simply must say that I am in an extremely awkward position. I am terribly distressed. But I have no business to complain because in my entire congressional and senatorial career I have opposed the projects of others and attempted to remove them from bills. So if perchance through the recommendations of the President, the Corps of Engineers, and the Bureau of the Budget, the bill is vetoed because my project is at the head of the list, the largest and seemingly the one objectionable project that ought to be deferred, then I must abide the result and be content. But I feel compelled and constrained to make the record.

In connection with my remarks I ask unanimous consent to have printed in the RECORD at this point in my remarks a statement in amplification, a summary, a breakdown of the projects, and some details thereon.

The PRESIDING OFFICER. Without objection, it is so ordered.

There being no objection, the statements were ordered to be printed in the RECORD, as follows:

STATEMENT BY SENATOR DIRKSEN REGARDING EXECUTIVE BRANCH OBJECTIONS TO CERTAIN PROVISIONS IN H.R. 7634

I should like to invite attention of the Senate to certain water resources projects which would be authorized under H.R. 7634 and to summarize its general provisions. As this bill passed the House it included only projects which had been cleared by the Bureau of the Budget without objection as to their relationship to the President's program. There were seven of these projects which the Bureau of the Budget had recommended be deferred until Congress had an opportunity to consider the recommendations made by the President in his 1960 budget message to establish uniform cost-sharing standards for flood control projects. Aside from this question of local cost sharing there appeared to be no basic difference

between the administration's recommendation and the action proposed by the House.

The bill now before the Senate differs sharply from that passed by the House. It includes five project authorizations which both the Bureau of the Budget and the Chief of Engineers have recommended against; three projects which the Bureau of the Budget has recommended not be authorized on the basis proposed in the bill; and two project modifications which are in conflict with the President's policies, although the executive branch position has not been formally solicited. These 10 project authorizations and modifications would cost about \$150 million.

In addition, the bill also proposes the authorization of 10 projects, estimated to cost \$81 million, which have not yet been reviewed and reported on by the Bureau of the Budget under established policies governing the review and clearance of water resources projects. These procedures were established to assure that both the President and the Congress had complete information on which to base their action on individual projects. You may recall that this deficiency was one of the important reasons leading to the President's two successive vetoes of the last omnibus legislation authorizing appropriations for rivers and harbors and flood control improvements.

There also have been added to the House bill 17 projects which do not conform to the uniform cost-sharing standards for flood control projects recommended by the President in both his 1960 and 1961 budget messages. These 17 projects, together with the 7 previously included by the House involve an estimated total cost of about \$186 million. Present laws require Federal agencies to conduct various programs involving flood control under different and inconsistent cost-sharing standards. Some local groups are required to make substantial contributions for flood control while others are required to make little or none. For example,

the cost sharing required for projects included in the bill ranges from no contribution to a contribution as high as 58 percent. Certainly there should be an equitable basis for determining cost sharing. It should also apply uniformly to all water resources projects, irrespective of the Federal agency that constructs or finances the project.

Aside from those sections of the bill dealing with specific project authorizations, I would like to direct attention to its general provisions. In title III, provision is made for the evaluation of recreational benefits associated with the water resources projects of the Corps of Engineers and the Bureau of Reclamation. It is my understanding that this title have been opposed consistently by the Bureau of the Budget and other affected executive branch agencies both in written and oral representations to the Senate Public Works Committee.

The bill would permit currently uneconomical projects to be justified for authorization by assigning a share of project costs to recreation and thus reducing costs assigned to other purposes, both reimbursable and nonreimbursable. This bill would also enact piecemeal legislation dealing with water resources recreational problems which should be deferred pending consideration of the comprehensive report of the Outdoor Recreation Resources Review Commission.

It should be noted that this Commission was established by the Congress; that the Senate, as well as the House, is represented on the Commission; and that \$2.5 million has been authorized for its work. The Commission's report should be available next year and should provide the information needed to frame constructive legislation dealing with recreation not only as it applies to the Corps of Engineers and the Bureau of Reclamation but all other Federal agencies involved in this growing and important field.

It is also important to note that the recreational features of the bill will result

in a heavier burden for the general taxpayer since the costs assigned are nonreimbursable. No cost information is contained in the report and the effect of this bill on the Federal budget is therefore unknown.

Another general provision of the bill (title IV) deals with land-acquisition policy. It would (a) declare the policy of Congress that owners of property acquired by the United States should be paid a fair and equitable amount and be compensated for actual losses, (b) authorize establishment of a joint executive branch-congressional commission to study problems of compensation for property acquired by the United States and report by December 31, 1962, on recommendations for amending existing Federal law and for administrative action to carry out the policy of Congress, and (c) authorize payment of up to 20 percent, but not over \$25,000, above fair market value for property acquired for Corps of Engineers projects through June 30, 1963.

Both the statement of policy and the establishment of a joint executive branch-congressional commission appear to be sound. However, the establishment of an interim additional payment policy for the Corps of Engineers is not sound. It would create an undesirable precedent and would tend to prejudice the findings and recommendations of the Commission established under this title. Until the recommendations of the Commission are available no action should be taken by the Congress to further complicate an already difficult problem. Here again there is no basis for determining the cost of this provision since no financial information is included in the report.

In summary, I think it important to point out that a review of H.R. 7634 discloses even more of the shortcomings that on two previous occasions led to presidential disapproval of omnibus rivers and harbors and flood-control bills.

Comparison of S. 497 as vetoed in 1958 by the President and H.R. 7634 as reported by Senate Public Works Committee

[In millions of dollars]

	S. 497				H.R. 7634			
	Number	Percent	Federal cost	Percent	Number	Percent	Federal cost	Percent
Objectable items:								
1. Objection to authorization of suggested amendment.....	12		\$155.7		12		\$150.5	
2. No project report.....	4		27.5		10		80.8	
3. Inadequate cost sharing.....	14		167.7		24		186.1	
Subtotal.....	30	21	350.9	39	45	36	417.4	64
No objection items:								
1. Projects.....	112	79	538.0	61	80	64	239.9	36
Total.....	142	100	888.9	100	125	100	657.3	100
2. Basin authorizations.....	14		815.2		11		928.0	
Grand total.....	156		1,704.1		136		1,585.3	

¹ Does not add because 1 project is in both of 1st 2 categories, Gering and Mitchell Valleys, Nebr.

Analysis of H.R. 7634, omnibus rivers and harbors and flood control bill, as reported by Senate Public Works Committee—Items to which executive branch has some objection

I. Items which the Bureau of the Budget recommends not be authorized or authorized with amendments (see following explanation):

	Federal cost authorized by H.R. 7634
1. Illinois Waterway (duplicate locks), Ill. and Ind.	\$114,652,000
2. Natchez Harbor, Miss.	350,000
3. Village Creek, White River, and Mayberry levee districts, White River, Ark.	1,322,000
4. Coralville Reservoir, Iowa (Mehaffey Bridge).....	1,180,000

Analysis of H.R. 7634, etc.—Continued

	Federal cost authorized by H.R. 7634
5. Gering and Mitchell Valleys, Nebr.	
6. Fort Randall Dam, S. Dak. (free highway bridge)---	\$6,375,000
7. Payments to Bismarck and Mandan, N. Dak.-----	956,753
8. Laurel Reservoir, Ky.-----	22,077,000
9. West Branch Mahoning River, Ohio.-----	1,970,000
10. Tahchevah Creek, Calif.---	1,658,000
11. Water resources recreation (title III).	
12. Land acquisition policy (title IV).	
Total.....	150,540,753

EXPLANATION

1. Illinois Waterway, Ill. and Ind. (duplicate locks):

Project description: Federal construction of seven duplicate locks on the Illinois Waterway, which connects Chicago with the Mississippi River.

Cost and benefit-cost ratio: Federal, \$114,652,000; non-Federal, none.

Benefit-cost ratio: from 1.8 to 7.5 for individual locks; 4.9 for entire project.

Executive branch recommendations: Chief of Engineers recommended authorization as proposed in H.R. 7634. Bureau of the Budget recommended against authorization at this time.

DISCUSSION

(a) Corps report estimates existing locks will reach capacity to move growing water-

way commerce in 1968 for first 2 locks and in 1977 for last 3 locks. Growth of commerce projected by Corps on basis of increases since 1935 when channel to Chicago was opened. Though continued growth is indicated, rate projected by Corps may be optimistic.

(b) Corps report assumes no further increase in present lock capacities in terms of average tons per lockage, though this has increased dramatically since 1937. Further increase is believed possible in view of continued trend toward more efficient waterway equipment.

(c) On basis of Corps report authorization is 8 to 17 years in advance of need. Adjustment of factors as discussed above would make need even more remote. In either case authorization would be premature. Bureau of the Budget urged review and further report 5 years in advance of most optimistic estimate of need (1963).

Issue: \$115 million Federal investment should not be authorized 8 years in advance of optimistic estimate of need.

2. Natchez Harbor, Miss.:

Project description: Federal construction of levee around area subject to flooding to permit development of port and terminal facilities at Natchez.

Cost and benefit-cost ratio: Federal, \$350,000; non-Federal, \$260,000. Benefit-cost ratio, 3.95.

Executive branch recommendations: Chief of Engineers recommended no Federal project be adopted. Bureau of the Budget concurred in Chief of Engineers' recommendation and recommended against project authorization.

DISCUSSION

Mississippi River Commission recommended authorization of project as proposed in H.R. 7634.

Chief of Engineers in reviewing commission report found that Natchez was located on a reach of the river where access from the existing navigable channel is now available as a result of satisfactory natural depths, making possible the realization of potential savings by the provision of necessary terminals. He cited the long established principle of waterway development that the Federal Government provides the navigable channels and that local interests construct the land side facilities. He expressed the belief that this policy is a sound one and that there were no special circumstances warranting a departure therefrom in the case of Natchez Harbor.

Issue: Construction of landside port and terminal facilities—traditionally a local responsibility—should not be authorized as a Federal project.

3. Village Creek, Ark.:

Project description: Federal construction of channel improvements and pumping station for protection of about 21,000 acres of farmland from flood damage.

Cost and benefit-cost ratio:

(a) Plan I (recommended by Chief of Engineers): Federal, \$295,000 (48 percent); non-Federal, \$323,000 (52 percent). Benefit-cost ratio, 1.8.

(b) Plan III (as provided by H.R. 7634): Federal, \$1,322,000 (80 percent); non-Federal, \$329,000 (20 percent). Benefit-cost ratio, 0.62 (on basis of increment over plan I).

Executive branch recommendations: Chief of Engineers recommended authorization of plan I. Bureau of the Budget advised Army no objection to plan I.

DISCUSSION

District Engineer evaluated three alternative flood protection plans. All plans produce the same benefits in areas where ponding of runoff does not now occur. Plans II and III, by including pumping plants, decrease losses in a 3,600-acre area subject to ponding of runoff by 88 percent and 97

percent respectively, compared with 42 percent for plan I. Plans II and III would produce greater benefits than plan I but not enough to justify additional costs as indicated in tabulation below:

	Federal cost	Local cost	Benefit-cost ratio
Plan I.....	\$294,000	\$323,000	1.8
Plan II.....	1,072,000	316,000	1.09
Increment over I.....			.58
Plan III.....	1,322,000	329,000	1.03
Increment over I.....			.62

Based on this analysis the district engineer and the Chief of Engineers recommended authorization of plan I.

While local interests strongly urged adoption of plan III they did not reject plan I.

Issue: A project plan which is not economically justified should not be authorized.

4. Coralville Reservoir, Iowa (Mehaffey Bridge):

Project description: Federal construction of a highway bridge across the existing Coralville Reservoir to replace a bridge removed during construction of the reservoir.

Cost: Federal \$1,180,000; non-Federal, bridge approaches and land (no cost estimate).

Executive branch recommendations: Secretary of the Army recommended amendment to require contribution by local interests in amount determined by the Secretary of the Army to be equitable. Bureau of the Budget: Same as Secretary of the Army.

DISCUSSION

Mehaffey Bridge across the Iowa River was built prior to 1900. It was removed during construction of Coralville Reservoir pursuant to 1954 agreement with Johnson County. The county then agreed that traffic did not warrant relocation of the bridge at a higher level.

Later local interests argued that development of the area had increased traffic significantly and that a bridge was now justified. The corps agrees.

In 1959 the Bureau of the Budget recommended against authorization of the bridge on the grounds that the county had agreed to removal of the bridge and that the United States therefore had no legal liability to share in the cost of replacement. However, additional information from local interests and the corps indicates that there may be equitable considerations which warrant a degree of Federal participation. The Bureau indicated that further study was justified and that there would be no objection to authorization of Federal participation in an amount determined to be equitable by the Secretary of the Army.

Issue: Federal replacement of a bridge removed pursuant to agreement with local interests should not be authorized without proper recognition of local responsibility.

5. Gering and Mitchell valleys, Nebraska:

Project description: Project for protection of farmland in Gering Valley was authorized by Flood Control Act of 1958. Because of changed physical conditions resulting from flood damage in 1958, reformulation of the project is necessary. H.R. 7634 would authorize modification of the project as found necessary by the Chief of Engineers: "Provided, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility report—for the approval of the Public Works Committees of the Congress."

Cost and benefit-cost ratio: Present estimated Federal cost of authorized project is \$1,470,000; cost and benefit-cost ratio of modification not known.

Executive branch recommendations: No recommendations have been formally requested by the Congress.

DISCUSSION

(a) The proviso quoted above implies that both public works committees must approve the Chief of Engineers' feasibility report prior to starting construction of the project. The proviso is open to the objection that it involves an unlawful delegation by the Congress to its committees of a legislative function, which the Constitution contemplates the Congress itself should exercise.

If approval or disapproval by the committees is considered not legislative in nature, then there appears to be an unconstitutional infringement of the separation of powers prescribed in Articles I and II of the Constitution. It is believed that the Congress cannot validly delegate to its committees the power to prevent executive action taken pursuant to law. In this case responsibility would be divided between the Secretary of the Army and the designated committees. This would be a clear violation of the separation of powers within the Government and would destroy the lines of responsibility which the Constitution provides.

The President has consistently opposed legislation authorizing a veto by congressional committees of otherwise authorized executive action.

(b) In addition, no project report recommending modification of the authorized project has been submitted to Congress under established procedures.

Issues:

(a) Legislative provisions authorizing a veto by congressional committees of otherwise authorized executive action are opposed by the President.

(b) No project report on which to base a modified authorization has been submitted to Congress under established procedures.

6. Fort Randall Reservoir, S. Dak. (free highway bridge):

Project description: Federal construction of a highway bridge across the existing Fort Randall Reservoir to replace a bridge removed during construction of the reservoir.

Cost: Federal, \$6,375,000; non-Federal, bridge approaches and lands (no cost estimate).

Executive branch recommendations: Secretary of the Army was opposed to authorization. Bureau of the Budget recommend against authorization.

DISCUSSION

In planning the relocation of the several State and Federal highways affected by the construction of Fort Randall Dam and Reservoir, the Corps of Engineers worked closely with the South Dakota Highway Commission. With respect to the former Missouri River crossing at Wheeler, the State highway commission elected not to locate a highway crossing in the vicinity of Wheeler, but to provide a highway crossing on the crest of Fort Randall Dam. Accordingly, the Government contracted with the State of South Dakota in 1948 to design and construct at Federal expense a highway crossing on Fort Randall Dam.

The Department of the Army considers that with the construction of the highway crossing at Fort Randall Dam, the Government was relieved of any further responsibility for providing a river crossing in the vicinity of Wheeler. The Bureau of the Budget concurred in the views of the Department of the Army.

Issue: Federal construction (as a replacement) of bridge removed and relocated at another site pursuant to agreement with State should not be authorized.

7. Payments to Bismarck and Mandan, N. Dak.:

Project description: Federal contribution toward construction of sewage treatment plants at Bismarck and Mandan.

Cost: Federal, \$956,753 (75 percent); non-Federal, \$318,918 (25 percent).

Executive branch recommendations: Secretary of the Army was opposed to authorization. Bureau of the Budget recommended against authorization.

DISCUSSION

Army report indicated that construction of Federal dams on the Missouri River will have no adverse effects on pollution in the Missouri River at Mandan and Bismarck. Moreover, it indicated that operation of Garrison Dam will have a beneficial effect on pollution caused by disposal of raw sewage into the Missouri River by the two cities because the river's natural irregular flow will be replaced by a relatively regular flow.

While many cities have been assisted in providing necessary sewage treatment facilities through the waste treatment construction grant program administered by the Public Health Service, this authorization would constitute a radical departure from established policy that construction of local pollution control works is primarily a State and local responsibility.

Issue: Federal financing of 75 percent of the cost of local sewage treatment plants is not warranted in the absence of a showing of damage by Federal activities.

8. Laurel Reservoir, Ky.:

Project description: Federal construction of a dam on Laurel River for power and recreation.

Cost and benefit-cost ratio: Federal, \$22,077,000; non-Federal, none. Benefit-cost ratio: 1.1.

Executive branch recommendations: Chief of Engineers recommended authorization as provided in H.R. 7634.

Bureau of the Budget recommended against authorization unless authorizing language specifically provides that construction shall not be started until the power marketing agency has entered into agreement to sell power at rates sufficient to repay power costs in 50 years with interest.

DISCUSSION

(a) The Corps report indicates that annual cost to amortize power allocation in 50 years at 2½ percent interest is \$817,900. Based on Bureau of the Budget calculation reducing recreation allocation to specific costs, annual power costs would be over \$900,000. Southeastern Power Administration indicates that maximum annual power revenues would be \$800,000 if sold to TVA and \$740,000 if sold to preference customers. TVA states that Laurel power is not well suited to its needs and would not soon be attractive.

(b) Three million seven hundred thousand dollars of project costs are allocated to recreation though the additional cost of providing for recreation is only \$525,000. Considering the speculative nature of the recreation benefits which made this allocation possible, it is considered that only the added costs of providing for recreation should be allocated to that purpose. Such an adjustment would increase the costs allocated to power.

Issue: Authorization of Laurel Dam should include a requirement that power costs be assured for repayment before starting the project. In view of indication from power marketing agency that power costs cannot be repaid.

9. West Branch, Mahoning River, Ohio:

Project description: Would reduce non-Federal share of authorized flood control and low flow regulation project (West

Branch Reservoir) from \$7,170,000 to \$5,200,000. Flood protection and improved water quality and temperatures (for municipal and industrial water) would benefit principally heavy industrial development between Warren and Youngstown.

Cost and benefit-cost ratio: Federal, \$9,320,000; non-Federal, \$5,200,000. Benefit-cost ratio: 1.33.

Executive branch recommendations: No recommendations have been formally requested by Congress.

DISCUSSION

Trumbull and Mahoning Counties as the principal beneficiaries agreed to assume 49.6 percent of project costs. Mahoning County has approved its bond issue but Trumbull County failed to approve its bond issue. H.R. 7634 would in effect forgive this part of the non-Federal cost and authorize its assumption by the Federal Government. No report by the Corps of Engineers attests to the need and equity of this adjustment.

Issue: Acceptance of part of costs allocated to pollution control as a Federal responsibility is not warranted.

10. Tahchevah Creek, Calif.:

Project description: Federal construction of small reservoir and channel improvement for floor protection at Palm Springs, Calif.

Cost and benefit-cost ratio: Federal, \$1,658,000 (75 percent), non-Federal, \$552,000 (25 percent). Benefit-cost ratio: 1.18.

Executive branch recommendations: Chief of Engineers recommended authorization as provided in H.R. 7634. Bureau of the Budget recommended against authorization as a Federal project.

DISCUSSION

The Corps report indicated that 75 percent of the property values in Palm Springs which would be protected from floods are in an area which is now undeveloped. Thus, justification for the project depends on a large and speculative future development. The Bureau of the Budget concluded that a project primarily for protection of undeveloped urban areas from a known flood hazard was a local responsibility. It was considered that flood protection costing \$2.2 million could easily be financed as a part of a development estimated in the Corps report at \$175 million and estimated at even more by local interests. The Bureau, therefore, considered that Federal participation was unwarranted and recommended against authorization.

Issue: A project primarily to protect an undeveloped urban area from a known flood hazard is a local responsibility. Major Federal participation is unwarranted.

11. Water resources recreation (title III):

Description: Title III would authorize (a) a nonreimbursable allocation to recreation of up to 10 percent of the costs of new Corps of Engineers and Bureau of Reclamation projects, with an additional allocation if recreation is found to have national significance, (b) Presidential regulations governing evaluation of recreation benefits, and (c) extension of the 1944 Flood Control Act recreation authority of the Corps to the Bureau of Reclamation.

Cost: No estimate of cost is available.

Executive branch recommendations: Bureau of the Budget recommended against enactment of legislation on this subject.

DISCUSSION

Both in oral testimony and in letters to congressional committees on legislation authorizing recreation development at

Federal reservoirs, the Bureau of the Budget has called attention to the study of the Outdoor Recreation Resources Review Commission and indicated that legislation on this subject would be premature prior to the Commission's report and the review of that report by the executive branch and the Congress.

In addition, the Bureau also referred to several objectionable features of previous legislative proposals, which to some degree are also applicable to title III:

(a) A formula for measuring recreation benefits (H.R. 7634 provides for minimum value of 50 cents per visitor day) should not be frozen in law.

(b) Where recreation benefits are local, costs should be borne by State or local government. (H.R. 7634 provides that up to 10 percent of project costs can be assigned to recreation on a nonreimbursable basis whether recreation is local or national in character.)

(c) Joint costs should not be allocated to recreation in view of inadequate measure of benefits. (H.R. 7634 permits allocation of joint costs to recreation.)

(d) Minimum basic facilities for protection of public should be considered project costs and allocated to other project purposes. (H.R. 7634 permits these costs to be included as recreation costs.)

Issues: Authorization of recreation as a purpose of Federal reservoirs is premature pending completion of report by Outdoor Recreation Resources Review Commission and review of report by the President and Congress.

12. Land acquisition policy (title IV):

Description: Title IV would (a) declare the policy of Congress that owners of property acquired by the United States should be paid a fair and equitable amount for their property and compensated for actual losses, (b) authorize establishment of a joint executive branch-congressional commission to study problems of compensation for property acquired by the United States and report by December 31, 1962, on recommendations for amending existing Federal law and for administrative action to carry out the policy of Congress, and (c) authorize payment of up to 20 percent, but not over \$25,000, above fair market value for property acquired for Corps of Engineers projects through June 30, 1963.

Cost: No estimate of cost available.

Executive branch recommendations: In oral testimony the Bureau of the Budget indicated it had no objection to (a) and (b) above but recommended against interim additional payment authority.

DISCUSSION

A study of problems associated with adequate compensation for actual losses of owners of property acquired by the United States is needed. No objection can be raised to authorization of such a study as provided in title IV.

However, authorization for the period during which the study is being made of additional payments in excess of fair market value to owners of property acquired for Corps of Engineers projects is premature. It would tend to establish an undesirable precedent and to prejudice the findings of the study commission.

Issue: Authorization of interim authority for payments in excess of fair market value for Federal land acquisition is premature at this time and tends to prejudice the conclusions of a study of the problem.

II. PROJECTS ON WHICH REPORTS HAVE NOT BEEN SUBMITTED TO CONGRESS UNDER ESTABLISHED PROCEDURES

Project	Purpose	Federal cost	Remarks
1. Rye Harbor, N.H.	Navigation	\$238,000	Final report received by BoB.
2. Ouachita River, Ark. and La.	do	43,550,000	Do.
3. Hilo Harbor, Hawaii	do	7,000,000	No report received by BoB.
4. Missouri River between Sioux City, Iowa, and the mouth (recreation at Decatur Bend), sec. 105.	do	155,000	No report received. Question appropriateness of recreation.
5. Farmington River, Conn. and Mass.	Flood control and water supply.	12,052,000	Advance report received by BoB. Prop. C.S. \$500,000 (1 percent), S. 2060 \$2,343,000 (30 percent).
6. Pearl River, Miss.	Flood control	3,609,000	Advance report received by BoB. Prop. C.S. \$964,000 (22 percent), S. 2060 \$1,371,000 (30 percent).
7. Garland City, Ark., bridges	do	1,750,000	No report in process.
8. Gering and Mitchell Valleys, Nebr.	do	do	No report received by BoB. (See also list I, item 5, on same project.)
9. Sioux Falls, S.Dak.	do	560,000	No report received.
10. Little Sandy River (Grayson Dam), Ky.	do	11,900,000	Final report received by BoB. Prop. C.S. none, S. 2060 \$3,570,000 (30 percent).
Total		80,814,000	

III. FLOOD CONTROL PROJECTS ON WHICH NON-FEDERAL COST SHARING IS LESS THAN WOULD BE REQUIRED UNDER S. 2060

Project	Federal cost	Non-Federal cost sharing				Project	Federal cost	Non-Federal cost sharing			
		As proposed		Under S. 2060				As proposed		Under S. 2060	
		Amount	Percent	Amount	Percent			Amount	Percent	Amount	Percent
1. West Thompson Reservoir, Conn.	\$4,010,000	None	-----	\$1,203,000	30	15. Smokes Creek, Lackawanna, N.Y.	\$1,974,000	\$638,000	24	\$784,000	30
2. Naugatuck River, Conn.	10,230,000	None	-----	3,069,000	30	16. Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona					
3. Chicopee River, Mass.	5,180,000	\$520,000	9	1,710,000	30	17. Mojave River, Calif.	3,300,000	210,000	8	789,600	30
4. Westfield River, Mass.	3,240,000	416,000	11	1,096,800	30	18. Walnut Creek, Calif.	3,070,000	None	-----	921,000	30
5. Big Fossil Creek, Tex.	1,861,400	437,600	19	689,700	30	19. Las Vegas Wash, Nev.	17,980,000	6,380,000	26	7,308,000	30
6. Bladders Creek, Tex.	1,060,000	83,000	7	343,000	30	20. Gleason Creek, Nev.	13,410,000	4,930,000	27	5,502,000	30
7. East Point, La. (Red River)	273,000	26,100	9	89,730	30	21. Jordan River Basin, Salt Lake City streams, Utah	450,000	35,000	7	145,000	30
8. Rio Grande Basin, N. Mex (Galisteo and Cochita Reservoirs)	58,300,000	None	-----	17,488,500	30	22. South Santlam River, Oreg. (Foster Reservoir)	6,060,000	340,000	9	1,155,300	30
9. Redwood River at Marshall, Minn.	2,252,000	701,000	24	885,900	30	23. Merced River, Calif. (Federal contribution to non-Federal project)	17,340,000	None	-----	5,202,000	30
10. Vermillion River, S. Dak.	6,010,000	758,000	11	2,030,400	30	24. Mokelumne River, Calif. (Federal contribution)	12,000,000	None	-----	3,600,000	30
11. Cheyenne River and tributaries, South Dakota and Wyoming	272,000	76,000	22	104,400	30		10,000,000	None	-----	3,000,000	30
12. Connequenessing Creek, Butler, Pa.	1,558,700	441,000	22	600,000	30	Total	186,080,400	16,194,800	-----	59,652,750	-----
13. Loyalhanna Creek (Latrobe), Pa.	2,568,300	203,100	7	831,420	30						
14. North Fork Reservoir (Pound River), Va.	3,681,000	None	-----	1,104,000	30						

Mr. DIRKSEN. Mr. President, I have no intention of moving to recommit the bill. I am confident that it would not achieve a favorable result at this late hour of the day. But I must make the record against myself, and then when I am on the receiving end, with rather adverse publicity and a comment from home that I did not make the fight, the only explanation I can make is that, "When you carry the flag, you carry it wherever the course may lead."

Once more I express my appreciation to the chairman and to my distinguished friend from South Dakota that it was included. In fact, within the limits of my cardiac capacity, my heart was in this, rejoicing; I thought surely this would find favor. I am not at all sure at this moment that it will. I cheerfully await the outcome.

Mr. CASE of South Dakota. Mr. President, the Senator from South Dakota will comment a little bit later upon the remarks of the Senator from Illinois. First, I yield 3 minutes to the Senator from Kentucky.

Mr. COOPER. Mr. President, it has been a very satisfying experience to serve as a member of the Committee on Public Works during the last two sessions of the Congress. I wish to pay my tribute to the distinguished chairman of the subcommittee which considered and reported the bill, the Senator from Oklahoma [Mr. KERR]. All

of us who serve with him are always amazed by his comprehensive knowledge of legislation. Our hearings on the pending bill, he gave ample opportunity for everyone to be heard, not only the witnesses from the Corps of Engineers and the officials of States and communities, but also the people affected by the bill's projects. Some of them approved, and others believed that the Corps of Engineers and the Government of the United States had not dealt fairly with them, and that in some way or other they had not received due process of law, and the consideration that they expected from the Government of the United States. The distinguished chairman of the subcommittee [Mr. KERR] heard them all with patience and understanding.

I wish also to pay my respects to the ranking minority member of the committee, the distinguished junior Senator from South Dakota [Mr. CASE]. He, too, has very wide knowledge in this field, and he, too, has shown concern for the people of his State and other States to assure fair treatment to all.

It has been a pleasure to serve as a member of the subcommittee under the leadership of these two able Senators. And I am glad for my State, that in addition to the items reported by the House, the committee accepted my amendment to place on the bill Laurel River, Lynn Camp, and Grayson proj-

ects, and amendment respecting Barkley Reservoir.

Mr. CASE of South Dakota. Mr. President, I yield myself 5 minutes. First of all, I wish to join in the expression of appreciation which the Senator from Kentucky has voiced for the work of the distinguished Senator from Oklahoma [Mr. KERR]. As a chairman he is without a superior. He not only applies his mind to the principles and details of a proposal before the committee, but he is also able to elicit information which is helpful in making a record, which is useful in case reference to it is necessary. Not only that, but his good humor and his wit and his keen mind always make for an interesting hearing. There is never a dull moment when Bob KERR is presiding at a hearing of the Committee on Public Works or of the Subcommittee on Flood Control, Rivers, and Harbors.

I wish to go further in my tribute to the chairman of the subcommittee in pointing out that part III of the bill is an epical step in Federal legislation. In the previous Rivers and Harbors Act a part III was included, and was entitled "Water Supply." It wrote legislation in the new field of water supply, particularly for municipal and domestic use.

Part III in the pending bill introduces a new field into Federal legislation. It proposes to give more adequate recognition to the place of recreation as a

part of a multipurpose project. The time will come, in my judgment, when legislators of the future will point to title III of the Rivers and Harbors Act of 1960 as the basic legislation for authorizing programs that have immense value for the public good.

We have always recognized that there were some recreational values in such projects. In recent years the trend of the population in America has been such that we have been more aware of the need for places where people can go for relaxation and recreation. The health of the country is better because of it. The morale of the country is better because of it. The outlook of the country is better because of this increased interest in outdoor recreation.

Title III of the bill makes it possible for recreation to be counted as a basis to be evaluated in determining the benefit-cost ratio on a project. We recognize, by part III, that a visitor's day has a public value of at least 50 cents. I am sure that that is a most conservative figure. We establish legislative authority for using recreational benefits up to 10 percent of the total cost of the project.

The value of recreation in a public works project is being vividly demonstrated in my home State of South Dakota, where the Lewis and Clark Lake, in its third season of use, saw 1,700,000 visitors. That is in one season, the third season of its use. It is a constant level lake in the great chain of lakes on the Missouri River.

The bill will be noted in my State also for what it does in advancing the cause of the Missouri River program and the enlargement of the authorization for the prosecution and the partial accomplishment of what is known as the Pick-Sloan plan. It embraces an authorization which carries to completion the Big Bend Reservoir, which in turn is the last of a series of great lakes to be constructed on the Missouri River. It will have a constant level lake with great recreational value, and hydroelectric power generating capacity of almost 500,000 kilowatts.

I wish to turn to the comment made by the distinguished Senator from Illinois [Mr. DIRKSEN] with reference to the position of the Bureau of the Budget on the pending bill. It should be noted, first of all, that the bill we are considering, H.R. 7634, passed the House of Representatives almost a year ago, in July 1959. During that year there have come to Congress, either to the House or to the Senate, a number of reports from the Corps of Engineers, transmitted with budget approval. The Bureau of the Budget is not objecting to them.

There are some projects included in the bill with reference to which the Board of Review for Rivers and Harbors have recommended the projects on a favorable cost ratio, but, because of the fact that the final comment on a project might not have been received by a State agency or by the Bureau of the Budget, it was not transmitted in the customary form with a document number.

Due to the fact that it may be 2 or possibly 3 years before we will consider another omnibus bill, the committee decided to include in the pending bill the reports which came to our attention with respect to which there had been favorable action taken by the Board of Review for Rivers and Harbors. There is no project incorporated in the bill in that classification, as far as I know, that does not show a favorable benefit-cost ratio. There are some projects with respect to which the formula of the Bureau of the Budget may not have been followed so far as local participation is concerned.

The Bureau of the Budget would like to have Congress adopt a uniform requirement as to local cost participation. A bill was introduced, upon which Congress has not seen fit to act, to require a 30-percent local contribution. However, the experience which members of the committee have had in considering projects makes us realize that it is difficult to establish a fixed mathematical formula for local participation.

Some communities have gone forward and spent all they could in the development of protective or preventive works against floods. Some communities have bonded themselves to the limit of their statutory authority under State law.

The committee felt it would be unfair to deny the benefits of a flood control project to areas downstream from some communities which have exhausted their revenues and their bonding authority in establishing local protective works from which some areas downstream have received the benefits.

It is difficult to establish a fixed formula which can be applied to all situations. If there are areas where the public interest requires flood control works to be established, and some community by reason of its financial situation, or perhaps because of something it has already done, is unable to meet a fixed figure, like 30 percent, the committee has thought that the other beneficiaries of the project should not be denied the benefits of the protection afforded by the project.

So we have incorporated some projects in which the local participation varies from what it is in some other projects. However, in most cases, I believe it will be found, upon examination, that the recommendations of the Board of Engineers are followed in that regard.

With respect to the comment of the Senator from Illinois, the committee included the Illinois project, to which he referred. It represents \$114 million out of about \$150 million worth of projects in the class about which the Bureau of the Budget raises some question. The committee noted that a very favorable benefit-to-cost ratio existed in connection with the Illinois waterway, and that it was justified in including it in the bill upon the favorable recommendation that the Corps of Engineers make another study.

There is some suggestion that possibly the project will not be immediately constructed. It may be that an argument can be presented for its deferral. In any

event, the project was included in the bill as presented to the committee, and was considered in all good faith.

Mr. AIKEN. Mr. President, will the Senator yield?

Mr. CASE of South Dakota. I yield.

Mr. AIKEN. What is contemplated in the matter of a study of the Illinois Waterway?

Mr. CASE of South Dakota. It is not a study in connection with the Illinois Waterway. It would be an improvement of the channel, so as to make it possible for some of the ships which come through the Great Lakes Seaway to enter the Illinois Waterway and reach the Mississippi.

Mr. AIKEN. Does it also contemplate maintaining the flow of the Illinois River during low water?

Mr. CASE of South Dakota. The Senator from Vermont perhaps may be confused as between this proposed study and the study which has been authorized at different times which would affect the depth of the water in Lake Michigan. The latter study is not involved in the project.

Mr. AIKEN. It has nothing to do with it in any way? The Senator from South Dakota assures us that that project is not involved in this one?

Mr. CASE of South Dakota. It is not involved. This is not the study which has been the subject on which the Senate was regaled during the closing hours of the session, in a recent year.

Mr. AIKEN. The reason I asked the question was that I just discerned the senior Senator and the junior Senator from Wisconsin [Mr. WILEY and Mr. PROXMIRE] training their eyes on the Senator from South Dakota. I wondered if something of interest to them might be involved.

Mr. CASE of South Dakota. No.

Mr. AIKEN. Do I correctly understand, then, that this proposal has nothing to do with the Lake Michigan proposal?

Mr. CASE of South Dakota. It has nothing to do with it. That may be disappointing to some persons.

Mr. AIKEN. Not to me.

Mr. CASE of South Dakota. We cannot look forward, during the closing hours of this session, to any discussion about the often-proposed study of the level of Lake Michigan and the relative merits of Chicago and Milwaukee for consideration in the distribution of the water of Lake Michigan.

Mr. AIKEN. In any event, the Senator from Vermont, as usual, is impressed by the alertness of the two Senators from Wisconsin.

Mr. CASE of South Dakota. Mr. President, two other items to which the Senator from Illinois alluded are in the list. One of the half dozen items which is on the list which the Senator from Illinois has placed in the RECORD deals with a bridge in the State of South Dakota. Because I have had only a brief opportunity to examine the comments of the Bureau of the Budget with respect to that project—the bridge in South Dakota—I desire to make a statement for the record.

The statement which was inserted by the Senator from Illinois, and which was supplied, I suppose, by the Bureau of the Budget, makes an adverse comment upon the proposed authorization for a bridge which is provided in the language of the bill on page 38, lines 9 to 23.

Mr. President I ask unanimous consent that lines 9 to 23, inclusive, on page 38 of the bill, be printed at this point in the RECORD.

There being no objection, the paragraph was ordered to be printed in the RECORD, as follows:

That the Fort Randall Dam and Reservoir project, South Dakota, is modified to provide for construction of a free highway bridge over the Missouri River at an appropriate location west of Platte, South Dakota, under the direction of the Secretary of the Army and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, in order to provide adequate crossing facilities over such river for highway traffic in the area and in replacement of the closure of the Wheeler Bridge by reason of construction of said reservoir at a cost not to exceed \$6,375,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the bridge.

Mr. CASE of South Dakota. Mr. President, the adverse comment about the proposed authorization for the bridge rests upon an assumption that there was a contract between the State of South Dakota and the Corps of Engineers which provided that when the engineers built Randall Dam it was agreeable to the State of South Dakota that Wheeler Bridge should be eliminated. There is no such contract, so far as I can find. I know what is relied upon as a contract. It is a one-sided letter from the Highway Commission of the State of South Dakota, which said that the State would interpose no objection to having the Corps of Engineers proceed with certain works.

The works which the Corps of Engineers proposed to undertake included the construction of a new bridge on the White River, a tributary of the Missouri River; the raising of the approaches and the bridge on the Missouri River at the town of Chamberlain; and also the construction of a crossing on the Randall Dam across the Missouri River at what was the old Randall Reservoir.

The replacement of the bridge on the White River would be required under any normal rule, because the construction of the Randall Dam flooded out the old bridge on the White River, a tributary of the Missouri River.

The raising of the bridge at Chamberlain was necessary by the very nature of the project. When the dam was constructed at the Fort Randall site, it raised the level of the water in the reservoir in the river back of Chamberlain; and without any commitment or without any agreement with the State of South Dakota, it was incumbent upon the State highway commission to raise the bridge. Consequently I have never felt that the Army Engineers or the Government of the United States could

argue in good faith that the building of a new bridge on the White River or the raising of the bridge at Chamberlain was a replacement for the Wheeler project, which was more than 100 miles farther downstream.

Nor could it be supposed that to bring the traffic across Randall Dam itself would be any replacement for Wheeler Bridge, which was several miles upstream. The resultant construction of Randall Dam and the elimination of the old Wheeler Bridge, which had been built by the State of South Dakota many years before, means that the people who live midway between the dam and the Chamberlain Bridge would be required to travel as much as 200 miles merely to get to a point 6 miles away, across the river. The lake or reservoir created by Randall Dam is about 160 miles long. On the route which one would have to travel by highway, it would mean a trip of about 100 miles to get around to the other side of the river, if one happened to live midway along the river. Yet the location to which one was traveling might be from 3 to 6 miles, actually, in a direct line.

So I have always felt that there was an inadequate replacement of the destroyed crossing of the Wheeler Bridge. That was why I proposed, why the people of South Dakota, by the State highway commission, and many cities and communities, have adopted resolutions, urging the authorization of a proper replacement by reason of the closure of Wheeler Bridge. That is why the provision is in the bill.

I thought this statement ought to be in the RECORD, in view of the comment of the Bureau of the Budget, which has been previously placed in the RECORD today. I hope that when all the facts are explored by the representatives of the Bureau of the Budget and the conferees on the bill, the paragraph to which I have referred may be approved.

Before I conclude, I also invite attention to title IV of the bill, which deals with the problem which has been created in community after community by the taking of land for public works projects, where the only compensation which the Corps of Engineers could offer was the supposed fair market value of the land involved, that value being based upon a price or prices of record when there had been willing sellers and willing buyers.

The hearings of the committee, which are set forth in a special printing by the committee, were held on May 16 and 17, and demonstrated that in Oklahoma, in Kentucky, in South Dakota, and in other places, losses and injuries which are sustained by people, by reason of the taking of land for large public-works projects, are not adequately compensated by proposals merely to give the so-called fair market value of the land, where there are willing sellers and willing buyers. In these cases, in which there are large tracts of land—and in my State, nearly half a million acres have been taken for the construction of these great reservoirs—many people are losing their homes and are losing their means of

livelihood, but are not compensated by means of measuring the land value and making payment accordingly. There is no way to establish a comparable value, because there are no comparable sales.

So in the bill we provide for the creation of a commission to study this problem and we also establish guidelines for the payment of values during the interim period, while the commission is making its study. These provisions are of general application, and I think they will be of interest to the Members of the Senate.

I hope the conferees will concur in the provisions we have set forth in title IV of the bill.

Mr. President, it is a great privilege to work on a bill such as the omnibus rivers and harbors bill. People may differ in their opinions regarding public-works projects and expenditures; but certainly it can be said that the bill is more than a bill dealing with public-works projects. Certainly it can truly be said that the bill provides ways and means to enable the people to enjoy a better living, and certainly it can likewise be said that the bill provides jobs for the people of America. The bill builds for today and also for the future.

I count it a great privilege to serve on the committee, and also to recommend the concurrence of the Senate in the bill.

Mr. KEATING. Mr. President, will the Senator from South Dakota yield 1 minute to me?

Mr. CASE of South Dakota. I yield. The PRESIDING OFFICER. The Senator from New York is recognized for 1 minute.

Mr. KEATING. Mr. President, I wish to say a brief word to the chairman of the committee and to its other members in gratitude for the very gracious reception they gave to me, as a witness, and to constituents of mine who were particularly interested in the Rochester project, the Fire Island project, and the Mamaroneck project.

The chairman, who presided at the meeting, was very courteous and very helpful in making suggestions to me about how the necessary data could be obtained in order to support the case for these very much needed improvements. I am extremely grateful to him and also to the Senator from South Dakota [Mr. CASE] and to the other members of the committee for their assistance.

Mr. CASE of South Dakota. Mr. President, we appreciate the kind words of the Senator from New York.

I yield the floor.

Mr. KERR. Mr. President, I yield myself 5 minutes.

The PRESIDING OFFICER. The Senator from Oklahoma is recognized for 5 minutes.

Mr. KERR. Mr. President, I desire to pay tribute to the members of the committee who spent so much time in the hearings on this bill and in preparing the bill and bringing it to the floor of the Senate.

I wish to pay a special tribute to the chairman of the committee, the Senator from New Mexico [Mr. CHAVEZ], and also to the Senator from Michigan [Mr. McNAMARA], the chairman of our subcom-

mittee on Public Roads. In addition to carrying that load, the Senator from Michigan also was most diligent in his work on this bill.

I also wish to pay special tribute to the distinguished senior Senator from West Virginia [Mr. RANDOLPH], the chairman of the Subcommittee on Public Buildings and Grounds, whose contributions to this bill were substantial.

In fact, Mr. President, I should like to pay a tribute to each member of this committee.

In that regard, I wish publicly to express my appreciation of, and my friendship for, the distinguished Senator from South Dakota [Mr. CASE]. He and I have been members of this committee ever since I have been a Member of the Senate. I cannot recall when there was ever any substantial difference of opinion between the Senator from South Dakota and myself with reference to the principles which should be recognized and embodied and developed in the omnibus rivers and harbors bills and in other public-resource development bills which our committee has brought to this floor, for action by the Senate.

The Senator from South Dakota referred to the fact that, two years ago, he and I jointly sponsored title III of the Flood Control Act of 1958, directing the recognition by both the Bureau of Reclamation and the Corps of Engineers of the evaluation of water storage space and multiple development projects for municipal and industrial water supply. Even in the brief time that act has been the law, it has demonstrated again and again the justification for that title and the wisdom of the Congress in enacting it.

Title III of this bill is another milestone in the preparation and enactment of legislation to develop our natural resources and in bringing about recognition of the economic value of the recreational features of multiple-purpose projects.

All through the development of this bill, Mr. President, there has been a spirit of cooperation, mutual respect, and dedication by the members of our committee, both in the preparation of the particular provisions and in the development of a bill which would do justice to the needs of the Nation for an accelerated program of water-resource development and the building of projects to make that possible.

On the committee, there was no partisanship in reference to this bill. The Members on both sides of the aisle—Democrats and Republicans—gave equally of themselves and of their ability and their efforts to make a success of the bill.

I am happy to have had a part in that work and, particularly, with reference to the provisions which directly affect my State of Oklahoma.

But I should like to say here, as I have often said in the committee, Mr. President, that, to me, water-resources development is a matter of the highest national interest, and of the greatest value in contributing to the national security and safety and to the national economic

growth and development; and it has been in the spirit of that belief that I and the other members of the committee have developed this bill and have brought it to the floor.

Mr. President, I urge that the Senate pass the bill.

Mr. CASE of South Dakota. Mr. President, I ask unanimous consent that at this time there may be a quorum call, and that the time required for it not be charged to the time available to either side.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered; and the clerk will call the roll.

The Chief Clerk proceeded to call the roll.

Mr. JOHNSON of Texas. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. JOHNSON of Texas. Mr. President, I ask for the yeas and nays on final passage.

The yeas and nays were ordered.

Mr. CASE of South Dakota. Mr. President, I yield 2 minutes to the Senator from Connecticut [Mr. BUSH].

The PRESIDING OFFICER. The Senator from Connecticut is recognized for 2 minutes.

Mr. BUSH. Mr. President, the omnibus public works bill, H.R. 7634, now before the Senate, contains authorizations for Federal participation in the construction of flood protection projects which are vitally important to Connecticut and New England.

The bill authorizes Federal participation in New England projects, at an estimated cost to the Federal Government of \$41,221,000, of which \$29,731,000 are assigned to flood control and hurricane flood protection projects in my State.

Connecticut projects in the bill, and the estimated Federal costs, are as follows:

Project:	Estimated Federal cost
Farmington River (flood control)-----	\$12,052,000
Naugatuck River (flood control)-----	10,230,000
Pawcatuck (hurricane flood protection)-----	409,000
Stamford (hurricane flood protection)-----	3,030,000
West Thompson Reservoir (flood control)-----	4,010,000
Total-----	29,731,000

Mr. President, it is an astonishing fact that more has been accomplished in the past 5 years to protect the people of New England from damaging floods than was accomplished in the whole previous history of the region.

Following the disastrous hurricane floods of 1955, President Eisenhower recommended, and the Congress puts into effect, an accelerated flood protection program for my State and region. Earlier this year, I reviewed the progress which has been made with Lt. Gen. Emerson C. Itschner, Chief of Army Engineers, who reported that since 1953, 13 flood control projects in New England

have been completed at a cost of \$25 million, 12 additional projects are now, or soon will be, under construction at a cost of \$95 million, and 4 more estimated to cost \$30 million are now under design.

"This total of 29 flood control projects will be completed in the near future at a total cost of \$150 million," General Itschner reported.

Mr. President, I ask unanimous consent that a press release reporting my discussion of New England flood protection with General Itschner may be printed in the RECORD following these remarks.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 1.)

Mr. BUSH. I am grateful to the Senate Committee on Public Works and its Subcommittee on Flood Control, Rivers and Harbors, on which I formerly served, for the cooperation they have given in accelerating our flood protection program.

I regret, however, that the committee has not seen fit to recommend revisions in the laws which govern the sharing of costs between the Federal Government and the States and local communities. Existing law permits glaring inequities and discrimination as between communities in cost sharing, as I pointed out in testimony before the committee during hearings on the bill.

Mr. President, I ask unanimous consent that my statement, and supplementary materials submitted to the committee, may be printed in the RECORD following these remarks.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 2.)

Mr. BUSH. I shall vote for H.R. 7634 because it is essential that flood control work in Connecticut and New England go forward without interruption, but I shall continue, in the next Congress, to work for a more equitable basis for cost sharing.

Mr. President, I hope that Congress will not only authorize the projects essential for flood protection in my State and region, which are included in the bill, but will also provide construction funds in order that preparation of detailed plans and specifications may proceed without delay.

I ask unanimous consent that a letter I have sent to the chairman of the Subcommittee on Public Works Appropriations, requesting such funds, may be printed in the RECORD following these remarks.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 3.)

EXHIBIT 1

WASHINGTON, March 10.—U.S. Senator PRESCOTT BUSH said tonight "that more has been done in the past 5 years to protect the people of New England from damaging floods than was accomplished in the whole previous history of this region."

The Connecticut Senator's statement was confirmed by Lt. Gen. Emerson C. Itschner, Chief of Army Engineers, who reviewed with him flood protection work accomplished since the disastrous 1955 floods, which took

77 lives in Connecticut and caused property damage totaling \$500 million in New England.

General ITSCHNER said that in the past 5 years 13 flood control projects in New England have been completed at a cost of \$25 million, 12 additional projects are now or soon will be under construction at a cost of \$95 million, and 4 more estimated to cost \$30 million are now under design.

"This total of 29 flood control projects will be completed in the near future at a total cost of \$150 million," he said.

The discussion was recorded in Washington for broadcast by Connecticut radio stations.

DISCUSSION BY SENATOR BUSH AND GENERAL ITSCHNER

Senator BUSH. Hello everybody. This is PRESCOTT BUSH. We are fortunate in having here today Gen. Emerson C. Itschner, Chief of Engineers of the U.S. Army. General Itschner directs the world's largest construction agency—the U.S. Army Corps of Engineers, which is responsible for directing the Army and Air Force military construction programs both in continental United States and overseas. In addition, General Itschner and his Corps of Engineers supervise the construction of most of our Nation's public program for flood control, navigation, power and other water resource development.

General ITSCHNER. It is a great pleasure to have you join me here today to discuss, for the benefit of the people of Connecticut, the progress being made by the Corps of Engineers in New England and in the State of Connecticut particularly in planning and constructing flood control, hurricane protection and other civil works projects. Since the hurricane that devastated the New England coast in 1954, followed by the tragic river flooding of August 1955, the Corps of Engineers has been hard at work to decrease our vulnerability to both river flooding and coastal damage from hurricane floods. I know our listeners would appreciate knowing how these programs are progressing. Would you bring us up to date, General Itschner, on this work?

General ITSCHNER. I'd be glad to, Senator BUSH. As you know, the six New England States, although covering only about one-thirtieth of our country's 3 million square miles, have long comprised one of the corps' 10 continental engineering divisions. As the oldest and one of the most heavily industrialized areas of our country, New England's highly developed river basins and coastline have created a number of unique problems as well as opportunities in water resource control and development.

Senator BUSH. The tremendous property damages left in the wakes of the hurricane of 1954 and the southern New England flood of 1955 certainly bear this out, General. Could you summarize what the Corps of Engineers has done to lessen the impact of natural disasters such as these?

General ITSCHNER. Yes, Senator. Since the flood of 1955 resulting from Hurricane Diane, New England's flood control program has been greatly accelerated. Owing in large measure to the cooperation and hard work of the good people of New England, our progress in planning and constructing flood control projects has been remarkable. I know of no other area in the country where so much has been accomplished in such a short time following a disastrous flood. And the 1955 flood was truly disastrous.

Senator BUSH. What was your final estimate, General, of the damage of that flood?

General ITSCHNER. We estimate that the damage was \$500 million. The State of Connecticut was by far the hardest hit, sustaining a loss of 77 lives and approximately \$370 million. Under our stepped-up program to prevent such damages in the future, we have in the past 5 years completed 13 flood

control projects in New England at a cost of \$25 million. Our New England division, directed by Brig. Gen. Alden K. Sibley, whom I am sure you know very well—

Senator BUSH. We think very highly of him.

General ITSCHNER. That's fine. So do we. He is now hard at work on 12 projects that are now, or soon will be, under construction at a cost of \$95 million. Four more projects estimated to cost \$30 million are now under design. This total of 29 flood control projects will be completed in the near future at a total cost of approximately \$150 million.

Senator BUSH. This means then, General, that more has been done in the past 5 years to protect the people of New England from damaging floods than was accomplished in the whole previous history of this region. Is that so?

General ITSCHNER. That's right, Senator.

Senator BUSH. Well, this progress is encouraging to us. How many of these 29 flood control projects, General Itschner, are located within Connecticut?

General ITSCHNER. Eight of these New England projects, consisting of five levee, floodwall, and channel improvement projects and three flood control reservoirs, are located within Connecticut. But we must not overlook the fact that these projects are components of comprehensive river basin systems, and that 10 new reservoirs located upstream in the Connecticut and Thames River Basins in Massachusetts, New Hampshire, and Vermont will directly benefit downstream communities in the State of Connecticut.

Senator BUSH. I certainly agree wholeheartedly, General, that we must not assess the flood control program strictly on the basis of our own State boundaries. We in Connecticut are well aware now of this basinwide concept of flood control and we have signed, as you probably know, a flood control compact with Massachusetts, New Hampshire, and Vermont in order to compensate the sister States for tax losses on lands used for construction of dams and reservoirs to reduce downstream flood flows in the Connecticut and Thames River Basins.

And, in this session of Congress, I have introduced a bill which would, if passed, grant congressional approval to a Northeastern Water and Related Land Resources Compact. This compact would bring the many Federal agencies concerned into a continuing cooperative relationship with the States.

I believe most of our listeners back home are familiar with the Thomaston Dam project on the Naugatuck River. Now, General, would you tell us something about the progress that is being made on this great project and perhaps on other projects now under construction, or planned for construction, actually within the State of Connecticut?

General ITSCHNER. Senator, we are making excellent progress on the \$14 million Thomaston dam and reservoir. It is scheduled for operation later this year, and when completed it will represent one of the soundest flood control investments ever made in the United States. If this reservoir had been in operation during the flood of August 1955, it would have prevented almost 80 percent of the \$194 million in damages sustained in the Naugatuck River Valley. Upstream from the Thomaston Dam the system of protection for the city of Torrington is well advanced. We have completed in Torrington one of the first local protection projects in the country constructed under the authority of the legislation that you were so instrumental in bringing about. For the benefit of our listeners, Public Law 685, the Bush-McCormack Act of 1956, authorized me to approve construction of badly needed local protection projects, costing not over \$400,000 each, with general funds appropriated annually by Congress. A second channel improvement project of this type in the city

of Torrington is rapidly nearing completion, and a third planned project on the Byram River in the Pemberwick area of Greenwich is being built under the direction of our New York District.

Senator BUSH. Now, General, in addition to these local protective projects, two flood control reservoirs were authorized in the Flood Control Act of 1958 to control headwater tributaries of the Naugatuck River north of Torrington. What additional work is being planned for the Naugatuck?

General ITSCHNER. Senator, we have planned projects in addition to the Thomaston Dam to bring the dangerous Naugatuck River under greater control. Hall Meadow Brook Reservoir above Torrington will go under construction this summer, and we hope to have design funds for the East Branch Reservoir next fiscal year. We are also submitting to Congress a report recommending four small dams and reservoirs on downstream tributaries of the Naugatuck. In addition, a Public Law 685 project, involving channel and levee work, is being designed for construction at Waterbury. General Sibley also is now preparing recommendations for flood protection works on the Naugatuck River in the Ansonia-Derby area.

Senator BUSH. General, I know that the West Thompson Reservoir, which will protect the city of Putnam on the Quinebaug River in the Thames Basin, is included in a public works bill now being considered by Congress. What is the situation on other flood-producing rivers in Connecticut?

General ITSCHNER. Construction will begin this summer on the Mad River Reservoir above Winsted in the Farmington River Basin. Winsted, as all of us well remember, is the town that suffered such terrible damage in August 1955 when the Mad River, more than living up to its name, devastated a large portion of the community. Control of the Mad River by this reservoir will bring a high degree of flood protection to Winsted and prevent a repetition of what occurred in 1955. In another report, which is part of a review study of the whole northeast that we started after the flood of August 1955, two more flood control reservoirs are recommended for the Farmington River Basin. This report is now being reviewed by the Board of Engineers for Rivers and Harbors in Washington.

Senator BUSH. Yes, General Itschner, I am familiar with these recommendations for the Farmington Basin, and I understand that one of the reservoirs includes provisions for water supply needs.

General ITSCHNER. Yes, the Colebrook River flood control reservoir you refer to is one of the first projects in this country studied under the authority of the Water Supply Act of 1958. This study is a good example of the fine cooperation shown by State and local agencies and the people of Connecticut. This cooperation has done much to make the Federal civil works program in Connecticut one of the most dynamic programs in the country.

Senator BUSH. I'm glad to hear that, General, and with all this flood control work in Connecticut since the flood of 1955, can you tell us how the State of Connecticut compared with other States in the amount of Federal funds expended, on a per capita basis?

General ITSCHNER. Yes sir, on a per capita basis, Connecticut had an expenditure rate of \$12.59, ranking third nationally behind only Kansas and West Virginia.

Senator BUSH. I'm sure our people back home would be glad to hear that. Frequently we feel that we make large contributions to the welfare of other States and don't get much back. This is very good news. I know that people of Connecticut are proud of all that has been accomplished in bringing greater flood protection to their

community. Now, General Itschner, we just have a moment but would you comment on the corps' work in the area of hurricane protection, shore protection, and navigation projects in Connecticut?

General ITSCHNER. We have been making real progress in the conduct of our hurricane protection studies along the Connecticut shoreline. We have found that many of these are worthy of construction.

Senator BUSH. General, that's fine, and I want to say to you that you have a great many friends in the State of Connecticut and certainly there is no State that appreciates the Army Corps of Engineers more than our State because when we were in dire straits and faced with a great catastrophe you and your colleagues came to our rescue. So I very much appreciate your being with us today, General Itschner.

General ITSCHNER. It's been a great pleasure for me to be here with you today, sir.

EXHIBIT 2

STATEMENT OF HON. PRESCOTT BUSH, A U.S. SENATOR FROM THE STATE OF CONNECTICUT

Mr. Chairman and members of the committee, it is a pleasure to appear before the chairman and this committee on which I served for 4 years, and which has been very helpful to our State since the disastrous floods of 1954 and 1955, in particular.

I appear today to request you to amend H.R. 7634 to provide uniform cost-sharing standards for Federal flood protection projects, and to include in the bill certain Connecticut works which are needed to carry forward the flood protection program in my State.

Before discussing the general question of cost sharing, I invite your attention to Connecticut projects which should be included in the bill. These projects, the documentation therefor and the benefit-to-cost ratios, are as follows:

Hurricane protection project for Stamford, Conn. House Document No. 210, 86th Congress, 1st session. Benefit-to-cost ratio, 1.5 to 1.

Hurricane protection project for Pawcatuck, Conn. House Document No. 212, 86th Congress, 1st session. Benefit-to-cost ratio, 2.1 to 1.

West Thompson, Conn., flood control dam and reservoir. Senate Document No. 41, 86th Congress, 1st session. Benefit-to-cost ratio, 1.3 to 1.

Additional flood protection for the Naugatuck River Valley below Thomaston, Conn., consisting of four dams and reservoirs for flood control, on Northfield Brook, Branch Brook, Hancock Brook, and Hop Brook. House Document No. 372, 86th Congress, 2d session. Benefit-cost ratios ranging between 1.7 to 1 and 2 to 1.

The subcommittee will note that all of these projects are economically justified, with some having unusually high benefit-to-cost ratios.

In process by the Corps of Engineers are additional Connecticut projects—a local flood protection plan for Ansonia-Derby in the Naugatuck River Valley, and two projects in the Farmington River Valley, a flood control reservoir on Sucker Brook at Winsted and a dual-purpose reservoir for flood control and water storage at Colebrook. Should the necessary documentation be received before the bill is ready for final action by the Congress, I urge that they also be included.

Mr. Chairman, I intend to discuss cost sharing in relation to the Connecticut projects a little later, but I should now like to have the subcommittee consider the problem as one of general application.

In the 1st session of the 86th Congress, I introduced S. 2060 which was intended to implement President Eisenhower's recommendation last year for legislation to establish a consistent basis for cost sharing on

projects which provide flood protection benefits.

I submit the language of S. 2060, with certain modifications and additions suggested by the Department of the Interior, as an amendment to H.R. 7634, so that it may now be considered by the subcommittee in view of the President's renewed request for prompt enactment of this legislation.

I invite the subcommittee's attention to the following language in the President's budget message this year (pp. M52 and M53):

"Cost sharing on flood protection projects: It is essential that legislation be promptly enacted to establish a consistent basis for cost sharing on projects which provide flood protection benefits. At the present time, the various Federal agencies responsible for flood protection operate under different and confusing cost-sharing standards. The non-Federal contributions vary from 0 to over 60 percent. This intolerable situation should be corrected. Legislation now before the Congress would require generally that identifiable non-Federal interests receiving flood protection benefits be at least 30 percent of the costs of flood protection. The value of lands, easements, and rights-of-way contributed locally would be included as part of this non-Federal share. The cost of operation and maintenance would also be a State or local responsibility."

The President, in describing the present situation as "intolerable," used strong language. In my judgment, it was merited.

As evidence of the wide variation in present cost-sharing requirements, I submit for the subcommittee's information, tables prepared for me by the Departments of the Army and of Agriculture, together with letters of transmittal from the appropriate officials of the two Departments, and a letter from the Bureau of the Budget in which the tables are analyzed at my request.

These tables show that the costs imposed upon local communities range from 0 to 61 percent, in the case of projects undertaken by the Department of Agriculture under the Watershed and Flood Prevention Act (Public Law 566, as amended); and from 0 to 67 percent, in the case of flood protection projects undertaken by the Corps of Engineers.

The evils which flow from the illogical and inconsistent cost-sharing requirements under existing law include:

1. The Federal Government discriminates against certain communities in need of flood protection, and in favor of others.

2. Communities tend to "shop around" among Federal agencies engaged in flood control to determine which will give them the best bargain.

3. The Federal agencies, especially at the field level, compete one against the other, using the variations in cost-sharing requirements as bargaining points, to obtain new flood control work.

4. Without adequate local participation in costs, there is danger that projects not fully justified may be undertaken, with consequent waste of Federal funds at the expense of the taxpayers.

So, Mr. Chairman, my first recommendation to your subcommittee is to incorporate the "principle" of my bill and the amendment I have submitted in H.R. 7634 before it is reported to the Senate floor.

I have emphasized the word "principle" because I am not positive that 30 percent is the correct level at which to set a minimum floor under local contribution for flood prevention works. Whether it should be 30 percent—or 20 or 40 percent—and whether local interests should be required to pay all or part of operation and maintenance costs are matters upon which differing opinions may be held.

What I do urge is the necessity of establishing uniform standards of cost sharing, under which all communities in need of flood protection would be treated alike by their Federal Government.

What I urge is an end to the shocking and outrageous discriminations which occur under existing law.

Mr. Chairman, I should now like to discuss the Connecticut projects which I request be included in the bill, and discuss cost-sharing problems in relation to them.

I turn first to the two hurricane flood protection projects for Stamford and Pawcatuck, which were recommended as a result of studies conducted under the Hurricane Survey Act, Public Law 71, which, as a member of your subcommittee, I had the privilege of sponsoring on the Senate floor in the 84th Congress. I invite attention to the Corps of Engineers' recommendations that the local communities contribute 30 percent of the first costs of construction, and underwrite the costs of maintenance and operation.

And I contrast this treatment of these two communities with the corps' recommendations, in conformity with existing law, that all the large flood control dams and reservoirs in the bill be built, operated, and maintained entirely at Federal expense.

Now, I cannot understand why a distinction should be made between flooding which results from fresh water and flooding caused by salt water. Both have resulted in loss of life and enormous damage to property in my State and other States.

It may be said that projects to control hurricane floodwaters more closely resemble the inland local flood protection projects, for which the corps requires local contribution. If that be conceded, and there is something to be said for this point of view, why should a contribution of 30 percent be required, when some communities have been provided local flood protection without expense to them?

Or, to choose some examples from the tables furnished me by the Corps of Engineers, why should Stamford and Pawcatuck pay 30 percent, when Lampasas, Tex., paid only 2 percent; Muscatine, Iowa, only 1 percent, and South St. Paul, Minn., only 5 percent for the local flood protection they have received?

Such discrimination defies reason, or at least it certainly appears to defy reason.

I do not wish to be unreasonable, Mr. Chairman; consequently, I shall not request that the local contributions required of Stamford and Pawcatuck be reduced to nothing, or to a percentage substantially below that which has been recommended. But I believe these communities should be called upon to pay no more than the national average of local contributions on local flood protection projects of the Corps of Engineers. The average is 22 percent, according to the Bureau of the Budget.

Accordingly, I submit amendments to H.R. 7634 to include the Stamford and Pawcatuck projects, and to reduce the required local contributions to the national average of 22 percent.

I now invite attention to the West Thompson Reservoir, and to the four dams proposed as additional flood protection for the lower Naugatuck Valley.

In both instances, the Corps of Engineers, under the provisions of existing law, has recommended that the projects be constructed, operated, and maintained entirely at Federal expense.

In the case of the West Thompson Reservoir, the Bureau of the Budget has included this project among 10 in the bill for which it recommends that authorizations be deferred until action has been taken upon the uniform cost-sharing provisions of S. 2060. The Bureau has made a similar recommendation with respect to the four dams to supplement control of the lower Naugatuck.

Mr. Chairman, I would like to comment at this point upon the unfairness of existing cost-sharing provisions of Federal flood control law to communities in Connecticut and other States in which the nature of the

terrain does not permit construction of huge dams and reservoirs such as are common in other areas of the Nation.

Adequate flood control for States such as ours requires a complex of structures—a few dams and reservoirs for area protection, supplemented by smaller dams and channel improvements which are classified as local protection works, as are the hurricane protection projects along the coast. The larger dams and reservoirs are built, operated, and maintained entirely at Federal expense. For the hurricane projects and for the smaller dams and channel improvements, such as are made, for example, under the terms of the Bush-McCormack Act, local contributions are required.

I can illustrate the incongruities which result by reference to the flood protection for the Naugatuck Valley which has been undertaken since the tragic floods of 1955. The key structure in the protective complex is the Thomaston Dam, now nearing completion, for which the Federal Government bears the entire expense. The city of Waterbury and other major population centers downstream from this dam pay nothing for the protection it will provide. Yet Torrington, a community which suffered heavily in the 1955 floods, must pay part of the cost of two dams and reservoirs, supplemented by channel improvements, which are necessary for its protection. It was the same river, the Naugatuck, which flooded and inflicted grievous damage on both Waterbury and Torrington. Yet the accident of geography which placed Torrington upstream and Waterbury downstream of the best site for an area protective dam, results in discrimination between the two communities. This is clearly inequitable, and is only one example of the many injustices which result from the lack of uniformity in cost-sharing standards.

So, in summary, Mr. Chairman, I urge the subcommittee to approve the Connecticut projects under either of these alternative courses of action:

1. Incorporate a uniform cost-sharing principle in the bill; or

2. Reduce the local cost-sharing requirement for the Stamford and Pawcatuck hurricane protection projects to the national average of 22 percent, and include the West Thompson and lower Naugatuck Dams under the terms of existing law.

I should prefer the former.

I thank the chairman for the courtesy of appearing.

That concludes my statement.

Senator KERR. Thank you, Senator; we are glad to have had your testimony.

(The statements and tabulations previously referred to follow:)

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., July 29, 1959.

Hon. PRESCOTT BUSH,
U.S. Senate,
Washington, D.C.

MY DEAR SENATOR BUSH: In response to Mr. Clarke's letter of July 14, 1959, there are returned herewith the letters and tables submitted to you by the Department of Agriculture on July 8, 1959, and the Corps of Engineers on July 7, 1959, regarding flood control cost-sharing requirements. As requested, the percentages for each project have been computed and entered on the tables.

We have several comments that may be of value to you in interpreting the material presented:

1. The data by individual projects clearly point up the need for greater uniformity in cost-sharing requirements. The present range in local level of non-Federal participation for individual projects is about the same for both agencies: 0 to 67 percent for Corps

of Engineers, 1 to 61 percent for Soil Conservation Service.

2. The difference in average level of local cost sharing between the two agencies (14 percent for Soil Conservation Service, 22 percent for Corps of Engineers) reflects several factors:

(a) A larger proportion of Army's projects are in urban areas, where the lands, easements, and rights-of-way required under present law to be furnished locally are more costly than in rural areas.

(b) For a number of Army projects included in the table, drainage and flood control benefits have not been separated and costs allocated to these purposes. The Chief of Engineers in such cases has often recommended, and the Congress approved, a level of local cost sharing higher than comparable projects without drainage features. In all the Soil Conservation Service projects, costs allocated to drainage (of which local groups bear about 60 percent) have been excluded from the data furnished.

(c) In the case of projects where benefits occur from more productive use of land made possible by flood protection, the Chief of Engineers recommends that local interests bear 50 percent of the costs associated with these benefits, in accordance with the standards of Budget Circular A-47. On the other hand, the Department of Agriculture has interpreted the provision of Public Law 566 as prohibiting the collection of such payments from non-Federal groups.

One of the main advantages of S. 2060 is that it would eliminate these, as well as other confusing and inequitable differences in the cost-sharing requirements of the legislative authorities under which the Federal agencies operate.

3. The material supplied by the Corps of Engineers does not include large reservoirs, which are mostly multiple-purpose undertakings and produce power, navigation, and water supply benefits as well as flood control benefits. A major share of the flood protection benefits of large reservoirs are widely distributed over large areas. Special studies would be necessary to determine in these cases the appropriate portion of project costs that would be subject to the cost-sharing requirements on the part of groups receiving significant, identifiable flood protection benefits. Conversely, detailed studies might indicate the existence of a portion of widespread benefits in the case of some of the Department of Agriculture projects.

4. The Corps of Engineers has excluded several separable features of the overall project, "Flood Control, Mississippi River and Tributaries," which would be covered under the terms of S. 2060. Little or no local financial participation has been required for these features. The watershed projects installed by the Soil Conservation Service under authority of the Flood Control Act of 1944, which are generally similar to those installed under authority of Public Law 566, would be covered under the terms of S. 2060.

5. In General Itschner's letter it is pointed out that in some cases under the terms of S. 2060 there would be a reduction of costs to local interests. Such cases would occur where a non-Federal cash payment has been required by the Congress (in addition to the usual requirement of lands, easements, and rights-of-way) and the total local share exceeds 30 percent of project costs. For these projects, the tables reflect a reduction equal to the cash payment so long as the local share does not drop below 30 percent. The provisions of S. 2060 would, however, permit the Chief of Engineers to recommend, where special circumstances dictate, the requirement of a local cash payment, even if the non-Federal share represented by lands, easements, and rights-of-way exceeds 30 percent.

6. Reference is made in Assistant Secretary Peterson's letter to cost sharing for treatment measures, which are excluded under the terms of S. 2060. It should be pointed out that in the case of these measures, Federal payments under authorities other than Public Law 566 (such as the agricultural conservation program, the conservation reserve program, and State and private forestry cooperation) are counted as part of the local financial participation. The percentages of local cost sharing cited, therefore, are not comparable with the percentages computed for structural measures.

The opportunity to furnish these comments is greatly appreciated. If we can be of further assistance, please inform us.

Sincerely yours,

ELMER B. STAATS,
Deputy Director.

DEPARTMENT OF THE ARMY,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, D.C., July 7, 1959.

Hon. PRESCOTT BUSH,
U.S. Senate.

DEAR SENATOR BUSH: Reference is made to your letter of May 27, 1959, and an interim reply by General Person of May 29, 1959. You request tables showing the distribution of costs between the Federal Government and non-Federal interests on all flood-control or flood-prevention projects that have been authorized or recommended for authorization from January 1, 1954, to date, or which have been undertaken during that period under provisions of law which permit the initiation of projects without specific authorizations or appropriations. You also request additional tables to show distribution of costs on these projects if the changes in existing law proposed in S. 2060 had been in effect.

Tables are enclosed showing the distribution of costs for all local protection projects authorized or recommended since January 1, 1954, as follows:

	Sheets
Authorized by Flood Control Act of 1954-----	3
Authorized by Flood Control Act of 1958-----	2
Authorized by Public Law 218 and Public Law 256, 84th Cong., 1st sess., proposed in 1959 Flood Control Act-----	1
Approved under authority of section 205 of 1948 Flood Control Act, as amended by Public Law 685, 84th Cong-----	1
Summary-----	1

It will be noted that the costs to local interests would generally be increased under the proposed law. In some instances, however, there would be reductions. These would occur where local interests have been required to make a cash contribution toward the construction cost, in addition to providing lands, easements, and rights-of-way, and the sum of these costs is in excess of 30 percent of the total cost. Where no cash contribution is required, but lands and rights-of-way alone are estimated to cost in excess of 30 percent of the project cost, local interests would be required to bear the full cost of that item, and there would be no change in the local cost.

Reservoirs have been included in the list of local protection projects only where local interests are required under existing law to provide rights-of-way because the flood-control benefits from the reservoirs are primarily local. Large reservoirs have been omitted from the tables because the benefits from such projects are widely dispersed over large geographic areas and insufficient information was available to identify the beneficiaries. One project, the Saginaw River, Mich., in-

cluded costs for preservation of fish and wildlife. Such costs were omitted and only costs allocated to flood control were considered. Some projects include flood control and drainage costs, e.g., the central and southern Florida project. One benefit from such projects is increased or higher use of the land, made possible by control of floods, improvement of drainage outlets, and control of water level for agricultural use. Information was not available to distribute the costs between flood control and drainage. The table indicates that under the proposed S. 2060 the costs to local interests for the central and southern Florida project would be reduced, whereas it is believed that if the flood-control costs only were considered the local costs would be increased. The following table shows the allocation of costs to local interests in percent of total cost for those projects included in the table.

[Costs in million dollars]

	Total cost	Existing law		Proposed S. 2060	
		Local cost	Percent of total cost	Local cost	Percent of total cost
1954 Flood Control Act.....	250.7	65.6	26	90.6	36
1955, Public Law 218.....	5.8	1.5	26	1.8	30
1955, Public Law 256.....	131.0	7.9	6	39.3	30
1958 Flood Control Act.....	444.6	110.1	25	133.7	30
1948, section 205.....	12.3	2.8	23	4.2	34
1959, proposed.....	31.8	8.2	26	9.5	30
Total.....	876.2	196.1	22	279.1	32

I hope that the above information is sufficient for your needs. If not, I will be pleased to furnish additional information upon request

Sincerely,

E. C. ITSCHNER,
Major General, U.S. Army,
Chief of Engineers.

Distribution of costs on local flood control projects authorized by Flood Control Act of 1954 (Public Law 780, 83d Cong., 2d sess.)

Document	River basin and project	Type of improvement	Distribution of costs under existing law					Distribution of costs if S. 2060 had been in effect				Change in local costs
			Total	Federal		Local		Federal		Local		
				Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	
S. 500-81-2	Susquehanna River Basin:											
	Endicott, N.Y.....	Levee and floodwall.....	\$1,447,000	\$1,193,000	82	\$254,000	18	\$1,013,000	70	\$434,000	30	+\$180,000
	West Endicott, N.Y.....	Levee and cutoff channel.....	1,315,000	1,007,000	77	308,000	23	921,000	70	394,000	30	+86,000
	Vestal, N.Y.....	Levee.....	1,683,000	1,503,000	89	180,000	11	1,178,000	70	505,000	30	+325,000
	Westover.....	Levee and channel clearing.....	933,000	766,000	82	167,000	18	653,000	70	280,000	30	+113,000
S. 160-83	Lower Mississippi River: Reelfoot Lake area.	Channel improvement.....	1,155,300	748,100	65	407,200	35	748,100	65	407,200	35	No change
H. 250-83-2	Buffalo Bayou and tributaries, Houston, Tex.: Buffalo, Brays, and White Oak Bayous.	.....do.....	53,049,000	25,997,000	49	27,052,000	51	25,997,000	49	27,052,000	51	No change
II. 535-81-2	Brazos River and tributaries, Oyster Creek and Jones Creek, Tex.:											
	Lampasas.....	.....do.....	1,042,100	1,017,600	98	24,500	2	729,500	70	312,600	30	+288,100
	Burleson County levee.....	.....do.....	3,472,000	3,254,000	94	218,000	6	2,430,400	70	1,041,600	30	+823,600
H. 344-83-2	Guadalupe and San Antonio Rivers, Tex.:											
	San Antonio.....	Channel improvement.....	23,978,000	14,738,000	61	9,240,000	39	15,138,000	63	8,840,000	37	-400,000
	Kenedy.....	.....do.....	218,600	186,000	85	32,600	15	153,000	70	65,600	30	+33,000
H. 339-84-2	Pecos River and tributaries, Texas and New Mexico:											
	Pecos, Tex.....	Levee and diversion channel.....	2,400,000	2,000,000	83	400,000	17	1,680,000	70	720,000	30	+320,000
	Artesia, N. Mex.....	.....do.....	700,000	540,000	77	160,000	23	490,000	70	210,000	30	+50,000
II. 464-83	Rio Grande Basin:											
	Rio Grande and tributaries, Albuquerque, N. Mex.	Channel improvement.....	10,265,200	7,478,500	73	2,786,700	27	7,185,600	70	3,079,600	30	+292,900
II. 436-83-2	Rio Hondo, Roswell, N. Mex.	Reservoir.....	5,772,700	5,658,000	98	114,700	2	4,040,900	70	1,731,800	30	+1,617,100
II. 185-83	Arkansas River Basin:											
	Enid, Okla.....	Levees and diversion channel.....	1,295,000	965,000	75	330,000	25	906,500	70	388,500	30	+58,500
II. 167-83-1	Conway County Drainage and Levee District No. 1, Arkansas.	Levee.....	249,000	230,600	93	18,400	7	174,300	70	74,700	30	+56,300
II. 157-82-1	Holla Bend Bottom, Ark.	.....do.....	335,000	312,000	93	23,000	7	234,500	70	100,500	30	+77,500
II. 397-83-2	Upper Mississippi River:											
	Alton, Ill.....	Levee and floodwall.....	4,250,000	3,350,000	79	900,000	21	2,975,000	70	1,275,000	30	+375,000
II. 435-83	Bear Creek at Hannibal, Mo.	Reservoir.....	3,515,600	3,326,000	95	189,600	5	2,460,000	70	1,055,000	30	+865,400
II. 281-83-2	Guttenberg, Iowa, to Hamburg Bay, Ill.:											
	Sabula, Iowa.....	Levees.....	302,100	289,800	96	12,300	4	211,900	70	90,600	30	+78,300
	Campbells Island, Ill.....	.....do.....	461,000	447,000	97	14,000	3	322,700	70	138,300	30	+124,300
	Muscatine, Iowa.....	Levee and wall.....	831,900	827,500	99	4,400	1	582,300	70	249,600	30	+245,200
	Drury Drainage District, Ill.....	Levee.....	1,245,000	1,218,500	98	26,500	2	871,500	70	373,500	30	+347,000
	Muscatine Island Levee District; Muscatine Island Co. Drainage District No. 13, Iowa.	.....do.....	2,388,300	2,352,600	99	35,700	1	1,671,800	70	716,500	30	+680,800
	Subdistrict No. 1 of Drainage Union No. 1; Bay Island Drainage and Levee District No. 1, Illinois.	.....do.....	3,428,700	3,363,700	98	65,000	2	2,400,100	70	1,028,600	30	+963,600
	Iowa River-Filnt Creek Levee District No. 16, Iowa.	.....do.....	6,535,000	6,406,800	98	128,200	2	4,574,500	70	1,960,500	30	+1,832,300
	Henderson County Drainage District No. 1, Illinois.	.....do.....	965,700	937,700	97	28,000	3	676,000	70	289,700	30	+261,700
	Henderson County Drainage District No. 2, Illinois.	.....do.....	686,600	674,000	98	12,600	2	480,600	70	206,000	30	+193,400
	Green Bay Levee and Drainage District No. 2, Iowa.	.....do.....	777,900	732,100	94	45,800	6	544,500	70	233,400	30	+187,600

Distribution of costs on local flood control projects authorized by Flood Control Act of 1954 (Public Law 780, 83d Cong., 2d sess.)—Continued

Document	River basin and project	Type of improvement	Distribution of costs under existing law				Distribution of costs if S. 2060 had been in effect				Change in local costs	
			Total	Federal		Local		Federal		Local		
				Amount	Per cent	Amount	Per cent	Amount	Per cent	Amount		Per cent
H. 281-83-2	Upper Mississippi—Con. Guttenburg, Iowa—Con. Des Moines and Mississippi Levee District No. 1, Missouri.	Levee.....	\$830,400	\$795,600	96	\$34,800	4	\$581,300	70	\$249,100	30	+\$214,300
	Hunt Drainage District; Lima Lake Drainage District, Illinois.	do.....	3,378,400	3,243,500	96	134,900	4	2,364,900	70	1,013,500	30	+878,600
	Indian Grave Drainage District, Illinois.	do.....	4,408,200	4,345,000	99	63,200	1	3,089,700	70	1,322,500	30	+1,259,300
	Fabius River Drainage District, Missouri.	do.....	2,348,900	2,093,000	89	255,900	11	1,644,200	70	704,700	30	+448,800
	South Quincy Drainage and Levee District, Illinois.	do.....	887,600	868,900	98	18,700	2	621,300	70	266,300	30	+247,600
	Marion County Drainage District, Missouri.	do.....	1,007,600	745,700	74	261,900	26	705,300	70	302,300	30	+40,400
H. 306-83-2	Fish Lake Drainage and Levee District No. 8, Illinois.	do.....	623,100	480,000	77	143,100	23	436,200	70	186,900	30	+43,800
H. 247-83	Mississippi River, Sny Island Levee and Drainage District, Illinois.	do.....	7,220,100	7,046,300	98	173,800	2	5,054,100	70	2,166,000	30	+1,992,200
H. 375-83-2	Upper Iowa River, Iowa..	Channel improvement and levee.	1,049,600	979,600	93	70,000	7	734,700	70	314,900	30	+244,900
H. 642-81-2	Missouri River Basin: Kansas River and tributaries:											
	Lawrence, Kans.....	Bank protection and levee.	2,643,000	2,541,000	96	102,000	4	1,850,100	70	792,900	30	+690,900
	Topeka, Kans.....	Levee and channel improvement.	16,583,000	11,708,000	71	4,875,000	29	11,608,000	70	4,975,000	30	+100,000
	Manhattan, Kans.....	Levee.....	1,591,000	1,362,000	86	229,000	14	1,113,700	70	477,300	30	+248,300
	Abilene, Kans.....	Levee, floodwall, and channel improvement.	677,000	533,000	79	144,000	21	473,900	70	203,100	30	+59,100
	Salina, Kans.....	Levee and cutoff channel.	1,988,000	1,354,000	68	634,000	32	1,354,000	68	634,000	32	No change
	Marysville, Kans.....	Levee and channel improvement.	380,000	305,000	80	75,000	20	266,000	70	114,000	30	+39,000
	Merriam, Kans.....	do.....	474,000	362,000	76	112,000	24	331,800	70	142,200	30	+30,200
	Beatrice, Nebr.....	do.....	839,000	479,000	57	360,000	43	479,000	57	360,000	43	No change
	Hubbell, Nebr.....	do.....	14,000	11,000	79	3,000	21	9,800	70	4,200	30	+1,200
H. 549-81	Osage River and tributaries, Kansas and Missouri:											
	Ottawa, Kans.....	do.....	3,137,000	2,868,000	91	269,000	9	2,195,900	70	941,100	30	+672,100
	Osawatomie, Kans.....	do.....	721,000	637,000	88	84,000	12	504,700	70	216,300	30	+132,300
H. 561-81-2	Chariton River, Iowa and Mo., Mystic, Iowa.	Channel improvement..	48,000	44,000	92	4,000	8	33,600	70	14,400	30	+10,400
H. 133-84-1	Big Sioux River and tributaries, Iowa and South Dakota, Sioux Falls, S. Dak.	Levees and channel improvement.	3,944,000	3,430,000	87	514,000	13	2,761,000	70	1,183,000	30	+669,000
S. 127-83	Little Sioux River and tributaries.	do.....	18,081,000	15,466,000	86	2,615,000	14	12,657,000	70	5,424,000	30	+2,809,000
S. 134-81-2	Little Missouri River and tributaries at Marmath, N. Dak.	Levee.....	216,300	212,300	98	4,000	2	151,400	70	64,900	30	+60,900
S. 31-84-1	Lower Heart River at Mandan, S. Dak.	Levees and channel improvement.	2,190,830	1,727,000	79	463,830	21	1,533,630	70	657,200	30	+193,370
H. 154-82	Coal Creek and tributaries, Tennessee.	Channel improvement..	854,500	745,200	87	109,300	13	598,100	70	256,400	30	+147,100
H. 716-81-2	Ohio River Basin; Sandy Lick Creek at Reynoldsville, Pa.	do.....	591,000	570,000	96	21,000	4	414,000	70	177,000	30	+156,000
S. 161-83-2	Ohio River Basin: Paint Rock River.	Channel improvement and drainage.	2,707,300	1,001,300	37	1,706,000	63	1,001,300	37	1,706,000	63	No change
S. 98-83-2	Kalamazoo River, Mich.: Battle Creek, Mich.	Channel improvement..	7,208,000	4,201,550	58	3,006,450	42	4,307,050	60	2,900,950	40	-105,500
H. 153-82-1	Little Calumet River, Ind.	do.....	1,546,400	509,900	33	1,036,500	67	509,900	33	1,036,500	67	No change
H. 400-83	Santa Maria River Basin.....	Levees and channel improvement.	11,398,000	10,182,000	89	1,216,000	11	7,979,000	70	3,419,000	30	+2,203,000
— 47-83	San Lorenzo River Basin.....	do.....	3,361,000	2,665,000	79	696,000	21	2,353,000	70	1,008,000	30	+312,000
H. 367-81-1	Sacramento River Basin: Middle Creek, Calif.....	Levees and channel improvement.	1,900,000	1,110,000	58	790,000	42	1,110,000	58	790,000	42	No change
	American River, Calif.....	Levees.....	2,100,000	1,600,000	76	500,000	24	1,470,000	70	630,000	30	+130,000
H. 452-83	San Lorenzo Creek Basin, Calif., Hayward, Calif.	Levees and channel improvement.	4,446,000	3,790,000	85	656,000	15	3,112,000	70	1,334,000	30	+678,000
H. 497-83-2	Truckee River Basin.....	Channel improvement..	960,000	791,000	82	169,000	18	672,000	70	283,000	30	+119,000
S. 131-83	Columbia River Basin: Amazon Creek, Oreg.	Channel improvement and diversion.	1,232,690	893,600	72	339,090	28	862,890	70	369,800	30	+30,710
H. 54-82	Alaska: Gold Creek and tributaries.	Channel improvement..	405,600	380,000	94	25,600	6	283,900	70	121,700	20	+96,100
H. 529-81	Hawaii: Waioa Stream and tributaries.	Channel improvement and diversion.	485,500	347,000	71	138,500	29	339,900	70	145,600	30	+7,100
	Total.....		250,742,020	185,152,850	74	65,589,170	26	160,105,270	64	90,636,750	36	+25,047,580

Distribution of Federal and non-Federal cost of flood control projects authorized by Flood Control Act of 1958 (Public Law 85-500)

Document	River basin and project	Type of improvement	Distribution of costs under existing law					Distribution of costs if S. 2060 had been in effect				Change in local costs
			Total	Federal		Local		Federal		Local		
				Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	
S. 59-85	New Bedford, Fairhaven, and Acushnet, Mass.	Dikes and seawalls (hurricane).	\$17,200,000	\$12,040,000	70	\$5,160,000	30	\$12,040,000	70	\$5,160,000	30	No change
H. 230-85	Narragansett Bay area, Rhode Island, and Massachusetts.	Barrier and seawalls (hurricane).	16,500,000	11,550,000	70	4,950,000	30	11,550,000	70	4,950,000	30	No change
H. 137-85	Mad River Reservoir, Conn.	Reservoir above Winsted, Conn.	5,820,000	5,430,000	93	390,000	7	4,064,000	70	1,756,000	30	+\$1,366,000
H. 81-85	Housatonic River Basin: Hall Meadow Brook Reservoir.	Reservoir	2,420,000	1,960,000	81	460,000	19	1,694,000	70	726,000	30	+266,000
H. 81-85	East Branch Naugatuck River Reservoir.	do	2,670,000	1,780,000	67	890,000	33	1,869,000	70	801,000	30	-89,000
H. 394-84	Susquehanna River Basin: North Branch Susquehanna River and New York and Pennsylvania.	Nichols, levees	721,000	694,000	96	27,000	4	505,000	70	216,000	30	+189,000
		Eikland, levees	1,381,000	1,210,000	88	171,000	12	967,000	70	414,000	30	+243,000
		Cortland, channel improvement.	383,000	306,000	80	77,000	20	268,000	70	115,000	30	+38,000
H. 172-85	Hudson River: Mohawk River, N.Y.:	Levees	1,282,000	1,180,000	92	102,000	8	897,000	70	385,000	30	+283,000
	South Amsterdam, N.Y.	do	644,000	595,000	92	49,000	8	451,000	70	193,000	30	+144,000
	Herkimer, N.Y.	Levees and channel improvement.	621,000	294,000	47	327,000	53	294,000	47	327,000	53	No change
	Rome, N.Y.											
	Subtotal		2,547,000	2,069,000	81	478,000	19	1,642,000	64	905,000	36	+427,000
H. 398-84	Paugus and Cucklers Creek, N.C.		542,100	413,000	76	129,100	24	379,500	70	162,600	30	+33,500
S. 48-85	Central and southern Florida	Levees and channel improvement.	186,437,000	128,406,000	69	58,031,000	31	130,506,000	70	55,931,000	30	-2,100,000
S. 48-85	Hendry County, Fla.	do	14,602,000	3,172,000	69	1,430,000	31	3,221,000	70	1,381,000	30	-49,000
H. 167-84	Mobile River Basin: Tombigbee River and Alabama and Mississippi.	Channel improvement	21,873,800	19,311,000	88	2,562,800	12	15,311,800	70	6,562,000	30	+3,999,200
H. 83-85	Alabama River at Montgomery, Ala.	Levees, floodwalls, and pumping plants.	1,575,000	1,300,000	83	275,000	17	1,103,000	70	472,000	30	+197,000
H. 76-85	Lower Mississippi River: Wolf River, Tenn.	Channel improvement	13,027,000	1,932,000	64	1,095,000	36	2,119,000	70	908,000	30	-187,000
H. 347-84	Bayou Chevreuil, La.	do	11,369,000	547,000	40	822,000	60	958,000	70	411,000	30	-411,000
H. 347-85	Gulf of Mexico: Texas City, Tex.	Levees and floodwalls	8,034,000	5,662,000	70	2,427,000	30	5,662,000	70	2,427,000	30	No change
H. 224-85	Pecos River at Carlsbad, N. Mex.	Floodway and channel improvement.	\$2,520,900	\$1,791,200	71	\$729,700	29	\$1,764,600	70	\$656,300	30	+26,600
S. 58-85	Rio Grande at Socorro, N. Mex.	Channel improvement	3,375,700	3,102,700	92	273,000	8	2,363,000	70	1,012,700	30	+739,700
H. 173-85	Upper Mississippi River Basin: Rock and Green Rivers, Ill.	Levees	8,317,900	6,996,000	84	1,321,900	16	5,822,500	70	2,495,400	30	+1,173,500
S. 52-84	Eau Claire River at Spring Valley, Wis.	Dam and channel improvement.	7,234,700	6,690,000	92	544,700	8	5,064,300	70	2,170,400	30	+1,625,700
H. 324-84	Mississippi River at Winona, Minn.	Levees and pumping stations.	1,659,600	1,620,000	98	39,600	2	1,161,700	70	497,900	30	+458,300
H. 223-85	Mississippi River at St. Paul, South St. Paul, Minn.:											
	St. Paul	Levees, floodwalls, and pumping stations.	3,779,500	3,187,800	83	641,700	17	2,645,700	70	1,133,800	30	+492,100
	South St. Paul	do	2,692,200	2,567,700	95	124,500	5	1,884,800	70	807,400	30	+682,900
H. 437-84	Minnesota River at North Mankato, Minn.	Levees and channel improvement.	2,027,000	1,870,000	92	157,000	8	1,418,900	70	608,100	30	+451,100
H. 232-85	Kaskaskia River, Ill.: 6 levee districts	Levees	8,516,000	4,686,000	55	3,830,000	45	5,961,000	70	2,555,000	30	-1,275,000
	New Athens, Ill.	do	1,608,000	1,466,000	91	142,000	9	1,126,000	70	482,000	30	+340,000
H. 431-84	Root River at Rushford, Minn.	Levees and channel improvement.	911,200	796,000	87	115,200	13	637,800	70	273,400	30	+158,200
H. 165-84	Great Lakes Basin: Bad River, Mellen, and Odanah, Wis.:											
	Mellen	Channel improvement	400,000	390,000	98	10,000	2	280,000	70	120,000	30	+110,000
	Odanah	do	532,600	527,000	99	5,600	1	372,800	70	159,800	30	+154,800
S. 53-84	Kalamazoo River, Kalamazoo, Mich.	do	6,138,000	5,358,000	87	780,000	13	4,296,600	70	1,841,400	30	+1,061,400
S. 132-84	Grand River, LaSalle, Mich.	do	12,923,000	9,825,000	76	3,098,000	24	9,046,100	70	3,876,900	30	+778,900
H. 346-84	Saginaw River, Mich.	Protective works and channel improvement.	20,404,900	16,085,000	79	4,319,900	21	14,283,430	70	6,121,470	30	+1,801,570
S. 133-84	Oswego River, Auburn, N.Y.	Channel improvement	366,300	304,600	83	61,700	17	256,410	70	109,890	30	+48,190
H. 343-85	Missouri River Basin: Sun River at Great Falls, Mont.	Levees and channel improvement.	2,120,000	1,405,000	66	715,000	34	1,405,000	66	715,000	34	No change
H. 35-85	Cannonball River at Mott, N. Dak.	Levees, channels, and pumping plants.	688,000	434,000	63	254,000	37	434,000	63	254,000	37	No change
H. 417-84	Floyd River, Iowa	Levees and channels	11,700,000	8,060,000	69	3,640,000	31	8,127,700	70	3,572,300	30	-67,700
H. 409-84	Black Vermillion River at Frankfort, Kans.	Levee and channel improvement.	990,000	850,000	86	140,000	14	693,000	70	297,000	30	+157,000
S. 139-84	Gerling and Mitchell Valleys, Nebr.	Channel improvement and 4 detention dams.	1,570,000	1,214,000	77	356,000	23	1,099,000	70	471,000	30	+115,000
H. 396-84	Salt Creek and tributaries, Nebraska.	Channel improvement and 12 reservoirs.	15,000,200	13,314,000	89	1,686,200	11	10,500,200	70	4,500,000	30	+2,813,800
H. 187-85	Shell Creek, Nebr.	Levee and channel improvement.	2,540,000	2,025,000	80	515,000	20	1,778,000	70	762,000	30	+247,000
S. 141-84	Red River of the North Basin: Ruffy Brook and Lost River, Minn.:											
	Ruffy Brook	Channel improvement	1,178,300	104,900	59	73,400	41	124,800	70	53,500	30	-19,900
	Lost River	do	1,972,500	527,300	54	445,200	46	680,700	70	291,800	30	-153,400

Footnote at end of table.

Distribution of Federal and non-Federal cost of flood control projects authorized by Flood Control Act of 1958 (Public Law 85-500)—Con.

Document	River basin and project	Type of improvement	Distribution of costs under existing law					Distribution of costs if S. 2060 had been in effect				Change in local costs
			Total	Federal		Local		Federal		Local		
				Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	
H. 316-84	Ohio River Basin: Saline River and tributaries, Illinois.	Channel improvements.	\$3,618,000	\$5,272,000	80	\$1,346,000	20	\$4,632,000	70	\$1,985,400	30	+\$639,400
S. 122-84	Brush Creek at Princeton, W. Va.	-----do-----	1,277,500	917,000	72	360,500	28	888,300	70	389,200	30	+28,700
S. 137-84	Meadow River at East Rainelle, W. Va.	-----do-----	823,500	708,000	86	115,500	14	576,500	70	247,000	30	+131,500
S. 105-85	Tug Fork, Williamson, W. Va.	Concrete wall and pumping plants.	665,000	625,000	94	40,000	6	465,000	70	200,000	30	+160,000
S. 103-84	Lake Chautauqua and Chadakoin River, Jamestown, N.Y.	Channel improvements.	5,707,000	4,796,000	84	911,000	16	3,995,000	70	1,712,000	30	+801,000
H. 286-85	Chartiers Creek at Washington, Pa.	Channel improvement and floodwall.	1,540,000	1,286,000	84	254,000	16	1,078,000	70	462,000	30	+208,000
H. 390-85	Turtle Creek Basin, Pa.	-----do-----	15,113,000	13,417,000	89	1,696,000	11	10,579,000	70	4,534,000	30	+2,838,000
H. 166-85	Sandy Lick Creek at Brookville, Pa.	Channel improvement.	1,488,000	1,188,000	80	300,000	20	1,042,000	70	446,000	30	+146,000
H. 272-84	Sacramento River Basin: Chico Landing to Red Bluff, Calif.	-----do-----	1,596,000	1,560,000	98	36,000	2	1,117,000	70	479,000	30	+443,000
H. 80-85	Eel River, Sandy Prairie region, California.	Levee.	959,000	707,000	74	252,000	26	671,000	70	288,000	30	+36,000
H. 158-84	Weber River and tributaries, Utah.	Levee and channel improvement.	635,000	520,000	82	115,000	18	445,000	70	190,000	30	+75,000
H. 157-84	Sammanish River Basin, Wash.	Major drainage and channel improvement.	1,229,000	825,000	67	404,000	33	860,000	70	369,000	30	-35,000
H. 137-84	Alaska: Chena River at Fairbanks, Alaska.	Levee and channel improvement.	10,567,000	9,727,000	92	840,000	8	7,397,000	70	3,170,000	30	+2,330,000
H. 34-85	Cook Inlet, Alaska.	Bank stabilization.	64,900	64,900	100	0	0	45,430	-----	19,470	30	+19,470
	Total.	-----	444,606,300	334,542,100	75	110,064,200	25	310,879,170	70	133,727,130	30	+23,662,930

¹ Includes costs of drainage features. Information not available to separate flood control costs from drainage costs.

Local flood-control project authorized by Public Law 218 (84th Cong., 1st sess.), Aug. 3, 1955

Document	River basin and project	Type of improvement	Cost distribution as recommended by Chief of Engineers					Distribution of costs if S. 2060 had been in effect				Change in local costs
			Total	Federal		Local		Federal		Local		
				Amount	Per- cent	Amount	Per- cent	Amount	Per- cent	Amount	Per- cent	
II. 488-83	Red River Basin:											
	Pauls Valley, Okla.....	Levees.....	\$2, 298, 000	\$1, 780, 000	77	\$518, 000	23	\$1, 608, 600	70	\$689, 400	30	+\$171, 400
	Brown Creek.....	Levees and channel im- provement.....	1, 316, 000	957, 700	73	358, 300	27	921, 200	70	394, 800	30	+36, 500
	Walnut Bayou.....	Channel improvement.....	524, 000	407, 500	78	116, 500	22	366, 800	70	157, 200	30	+40, 700
	Maniece Bayou.....	do.....	1 159, 000	103, 700	65	55, 300	35	111, 300	70	47, 700	30	-7, 600
	Posten Bayou.....	do.....	1 452, 000	314, 600	70	137, 400	30	316, 400	70	135, 600	30	-1, 800
	McKinney Bayou.....	Levees and channel im- provement.....	1, 067, 000	760, 650	71	306, 350	29	746, 900	70	320, 100	30	+13, 750
	Total.....		5, 816, 000	4, 324, 150	74	1, 491, 850	26	4, 071, 200	70	1, 744, 800	30	+252, 950

¹ Includes costs of drainage features. Information not available to separate flood control costs from drainage costs.

Local flood-control project authorized by Public Law 256 (84th Cong., 1st scss.), Aug. 9, 1955

Document	River basin and project	Type of improvement	Cost distribution as recommended by Chief of Engineers					Distribution of costs if S. 2060 had been in effect				Change in local costs
			Total	Federal		Local		Federal		Local		
				Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	
S. 57-84	Mississippi River: St. Louis, Mo.	-----	\$130,987,000	\$123,020,000	94	\$7,967,000	6	\$91,691,000	70	\$39,296,000	30	+\$31,329,000

Local flood-control projects proposed for authorization in the Flood Control Act of 1959

Document	River basin and project	Type of improvement	Cost distribution as recommended by Chief of Engineers					Distribution of costs if S. 2060 had been in effect				Change in local costs
			Total	Federal		Local		Federal		Local		
				Amount	Per- cent	Amount	Per- cent	Amount	Per- cent	Amount	Per- cent	
S. 87-85-2	Blackstone River Basin: Lower Woonsoeket, R.I.	Levee, floodwall, and channel improvement.	\$4,255,000	\$2,970,000	70	\$1,285,000	30	\$2,978,500	70	\$1,276,500	30	—\$8,500
H. 110-86	Connoquenessing Creek: But- ler, Pa.	Channel improvement.	1,999,500	1,558,700	78	440,800	22	1,369,650	70	599,850	30	+159,050
H. 76-86	Walnut Creek, Calif.-----	Levee and channel im- provement.	24,300,000	17,980,000	74	6,380,000	26	17,052,000	70	7,308,000	30	+928,000
H. 180-86	Bliders Creek, New Braunfels, Tex.	Reservoir.-----	1,143,000	1,060,000	93	83,000	7	800,000	70	343,000	30	+260,000
	Total.-----		31,757,500	23,568,700	74	8,188,800	26	22,230,150	70	9,527,350	30	+1,338,550

Distribution of Federal and non-Federal cost of small local protection flood control projects not specifically authorized by Congress, approved for construction under the authority contained in sec. 205 of 1948 Flood Control Act, as amended

Approved	Location	Type of improvement	Distribution of costs under existing law				Distribution of costs if S. 2060 had been in effect				Change in local costs	
			Total Cost	Federal Cost		Non-Federal Cost		Federal cost		Non-Federal Cost		
				Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	Amount		Per-cent
1954												
August	Conklin-Kirkwood, N.Y.	Channel improvement	\$86,000	\$71,000	83	\$15,000	17	\$60,200	70	\$25,800	30	+ \$10,800
September	Okabena Creek, Worthington, Minn.	Levees and channel improvement	129,300	72,400	56	56,900	44	72,400	56	56,900	44	No change
October	Oconto River, Oconto, Wis.	Channel improvement	152,500	149,000	98	3,500	2	106,750	70	45,750	30	+42,250
1955												
August	Yellow Creek, Amsterdam, Ohio.	do.	218,500	196,000	90	22,500	10	152,950	70	65,550	30	+43,050
	Beaver Creek, Montesuma, Ga.	Levee	207,000	150,000	72	57,000	28	144,900	70	62,100	30	+5,100
	Tranquitas Creek, Kingsville, Tex.	Channel improvement	190,000	148,000	78	42,000	22	133,000	70	57,000	30	+15,000
	Yellowstone River, West Glendive, Mont.	do.	214,300	182,400	85	31,900	15	150,010	70	64,290	30	+32,390
	Catching Inlet Drainage District, Coos Bay, Oreg.	Levee	196,100	185,000	94	11,100	6	137,270	70	58,830	30	+47,730
	Cochecho River, Farmington, N.H.	Channel improvement	95,500	87,500	92	8,000	8	66,850	70	28,650	30	+20,650
1956												
June	American Lake, vicinity Fort Lewis, Wash.	do.	60,500	60,500	100		0	42,350	70	18,150	30	+18,150
July	Little Conemaugh River, Wilmore, Pa.	Levee and channel improvement	116,000	114,700	99	1,300	1	81,200	70	34,800	30	+33,500
	Oil Creek, Oil City, Pa.	Dike	81,800	51,100	62	30,700	38	51,100	62	30,700	38	No change
	Dry Creek, Wash.	Channel improvement	314,000	264,000	84	50,000	16	219,800	70	94,200	30	+44,200
	Salt Creek, Bernard, Kans.	Encircling levee	177,500	144,500	81	33,000	19	124,250	70	53,250	30	+20,250
	Redwood River, Marshall, Minn.	Channel improvement	241,000	225,000	93	16,000	7	168,700	70	72,300	30	+56,300
	Kishwaukee River, De Kalb, Ill.	do.	174,500	123,500	71	51,000	29	122,150	70	52,350	30	+1,350
	Wappinger Creek, Pleasant Valley, N.Y.	do.	148,000	139,000	94	9,000	6	103,600	70	44,400	30	+35,400
September	Bear Creek, Friendsville, Md.	do.	43,730	41,530	95	2,200	5	30,610	70	13,120	30	+10,920
October	Umatilla River, Pendleton, Oreg.	do.	277,200	275,000	99	2,200	1	194,040	70	83,160	30	+80,960
	Marsh Creek, Geneva, N.Y.	do.	298,500	223,500	75	75,000	25	208,950	70	89,550	30	+14,550
November	Stillwell Drain District, Tillamook, Oreg.	Levee	201,000	186,000	93	15,000	7	140,700	70	60,300	30	+45,300
	Newton Creek, Bainbridge, N.Y.	Channel improvement	385,000	355,000	92	30,000	8	269,500	70	115,500	30	+85,500
1957												
February	East Branch, Naugatuck River, Torrington, Conn.	do.	395,000	355,000	90	40,000	10	276,500	70	118,500	30	+78,500
April	Coyote Creek, Marin County, Calif.	do.	605,000	400,000	66	205,000	34	400,000	66	205,000	34	No change
May	Levisa Fork, Prestonburg, Ky.	Levee and pumping plant	400,000	380,000	95	20,000	5	280,000	70	120,000	30	+100,000
June	Red Dale Gulch, Rapid City, S. Dak.	Upstream dam	144,300	142,200	99	2,100	1	101,010	70	43,290	30	+41,190
October	Buffalo Creek, Scranton, N. Dak.	Channel improvement	138,900	104,400	75	34,500	25	97,230	70	41,670	30	+7,170
	Ware River, Ware, Mass.	Channel improvement and dikes	485,000	400,000	82	85,000	18	339,500	70	145,500	30	+60,500
1958												
March	Salmon Creek, Oakridge, Oreg.	Channel improvement	416,000	387,000	93	29,000	7	291,200	70	124,800	30	+95,800
	Forked Deer River, Dyersburg, Tenn.	Levee, diversion ditch, pumping plant	282,500	204,500	72	78,000	28	197,750	70	84,750	30	+6,750
	Jackson County, Fla.	Drainage canal	169,000	106,000	63	63,000	37	118,300	70	50,700	30	-12,300
April	Clodino Ditch, Buffalo Bayou, Tex.	Channel improvement	27,850	13,000	47	14,850	53	19,495	70	8,355	30	-6,495
May	Naugatuck River, Waterbury and Watertown, Conn.	do.	161,000	160,000	99	1,000	1	112,700	70	48,300	30	+47,300
	Cochecho River, Farmington, N.H.	do.	42,100	41,500	99	600	1	29,470	70	12,630	30	+12,030
	Cherry Valley Run, Lectoria, Ohio.	do.	97,200	80,000	82	17,200	18	68,040	70	29,160	30	+11,960
June	Tuggarts Creek, Olive Hill, Ky.	do.	428,250	397,000	93	31,250	7	299,775	70	128,475	30	+97,225
	Zintel Canyon, Kennewick, Wash.	do.	675,000	390,000	58	285,000	42	390,000	58	285,000	42	No change

Footnotes at end of table.

Distribution of Federal and non-Federal cost of small local protection flood control projects not specifically authorized by Congress, approved for construction under the authority contained in sec. 205 of 1948 Flood Control Act, as amended—Continued

Approved	Location	Type of improvement	Distribution of costs under existing law				Distribution of costs if S. 2060 had been in effect				Change in local costs	
			Total cost	Federal cost		Non-Federal cost		Federal cost		Non-Federal cost		
				Amount	Per-cent	Amount	Per-cent	Amount	Per-cent	Amount		Per-cent
1958 July-----	City Creek, San Bernardino County, Calif.	Levee-----	\$855,000	\$345,000	40	\$510,000	60	\$345,000	40	\$510,000	60	No change
December..	West Branch Naugatuck River, Torrington, Conn.	Channel improvement..	620,000	393,000	63	227,000	37	400,000	65	220,000	35	—\$7,000
1959 January----	Byram River, Pemberwick, Conn.	Channel improvement and levee.	437,400	394,000	90	43,400	10	306,180	70	131,220	30	+87,820
	Core Creek, Craven County, N.C.	Channel improvement..	350,000	282,000	81	68,000	19	245,000	70	105,000	30	+37,000
February..	Arch Creek, Dade County, Fla.	.....do-----	307,000	144,000	47	163,000	53	144,000	47	163,000	53	No change
	North Branch, Potomac River, Kitzmiller, Md.	.....do-----	340,000	280,000	82	60,000	18	238,000	70	102,000	30	+42,000
April-----	Ellerbe Creek, Durham, N.C.	.....do-----	298,000	218,000	73	80,000	27	208,600	70	89,400	30	+9,400
	Rheem Creek, Contra Costa County, Calif.	.....do-----	413,000	240,000	58	173,000	42	253,000	61	160,000	39	—13,000
May-----	Stump Creek, Sykesville, Pa.	.....do-----	192,000	183,000	95	9,000	5	134,400	70	57,600	30	+48,600
	Total-----	-----	12,287,430	9,484,230	77	2,803,200	23	8,076,430	66	4,211,000	34	+1,407,800

¹ Non-Federal cost includes contribution of \$27,000 for project costs in excess of \$150,000.

² Federal costs limited to \$400,000 under Public Law 685, 84th Cong.

³ Non-Federal cost includes contribution of \$100,000 for project costs in excess of \$400,000.

Summary—Distribution of costs of local flood-control projects authorized and proposed subsequent to Jan. 1, 1954

	Total	Distribution of costs under existing law				Distribution of costs if S. 2060 had been in effect				Change in local costs
		Federal		Local		Federal		Local		
		Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1954 Flood Control Act, Public Law 780, 83d Cong., 2d sess.....	\$250,742,020	\$185,152,850	74	\$65,589,170	26	\$160,105,270	64	\$90,636,750	36	+\$25,047,580
1955 Public Law 218, 84th Cong., 1st sess.....	5,816,000	4,324,150	74	1,491,850	26	4,071,200	70	1,744,800	30	+252,950
1955 Public Law 256, 84th Cong., 1st sess.....	130,987,000	123,020,000	94	7,967,000	6	91,691,000	70	39,296,000	30	+31,329,000
1958 Flood Control Act, Public Law 85-500, 85th Cong.....	444,606,300	334,542,100	75	110,064,200	25	310,879,170	70	133,727,130	30	+23,662,930
1948 Public Law 858, 80th Cong., 2d sess., sec. 205.....	12,287,430	9,484,230	77	2,803,200	23	8,076,430	66	4,211,000	34	+1,407,800
1959 Proposed Flood Control Act.....	31,757,500	23,568,700	74	8,188,800	26	22,230,150	70	9,527,350	30	+1,338,550
Total.....	876,196,250	680,092,030	78	196,104,220	22	597,053,220	68	279,143,030	32	+83,038,810

DEPARTMENT OF AGRICULTURE,
Washington, D.C., July 8, 1959.

Hon. PRESCOTT BUSH,
U.S. Senate.

DEAR SENATOR BUSH: In response to your letter of May 27, 1959, we are pleased to provide information on the distribution of costs between the Federal Government and non-Federal interests on watershed protection and flood prevention projects carried out under the authority of Public Law 566, as amended.

The enclosed table shows the distribution of costs for the purpose of flood prevention for all projects which have been authorized to receive Federal assistance between January 1, 1954, and June 1, 1959. In addition, it shows the changes in cost distribution that would result from the application of the provisions of the Uniform Cost-Sharing Act for Flood Control and Flood Prevention (S. 2060).

In accordance with the definition of flood prevention contained in the proposed act, the costs shown in the enclosed table do not include the cost of land treatment measures nor the cost of structural measures allocated to purposes other than flood prevention including drainage.

Data in the enclosed table show that, in accordance with the approved work plan, non-Federal interests will bear 13.8 percent

of the installation cost of structural measures for the purposes of flood prevention in accordance with the requirements of Public Law 566, as amended. These include the cost of land, easements, and rights-of-way, including relocation and replacement of utilities and improvements, and the cost of administering contracts. The Federal Government is required by law to pay that part of the cost of construction, including engineering costs, of all structural measures applicable to flood prevention. The cost borne of non-Federal interests in approved projects ranges from about 1 to 61 percent.

Application of the Uniform Cost-Sharing Act to these watershed projects would have the effect of increasing the non-Federal cost on about 96 percent of the watershed projects. The non-Federal cost would then range from 30 to 61 percent, with an average of 30.6 percent.

While the foregoing information and tables are compiled in accordance with the specific provisions of S. 2060, we call your attention to two additional factors which are peculiar to watershed projects:

1. In addition to structural measures for flood prevention, watershed projects include another kind of measure installed primarily for flood prevention. These are land treatment measures for flood prevention and are

often installed in lieu of structural measures. Non-Federal interests have agreed to bear about 38 percent of the cost of these measures in approved watershed projects and the Federal Government about 62 percent.

2. As a condition for receiving Federal assistance in the installation of structural measures, local organizations or landowners are required to install or to agree to install land treatment measures for the protection and improvement of watershed land. When the cost of land treatment measures are included in the cost distribution of watershed projects, the Federal cost from appropriations made under the authority of Public Law 566 is 56 percent and the cost from other sources is 44 percent of the total installation cost. These percentages include small amounts for purposes other than flood prevention, such as irrigation and drainage.

The cost of operation and maintenance, also required to be borne in full by local organizations, is not included in any of the data supplied in this letter.

We appreciate the opportunity to provide this information. If additional information is desired, we shall appreciate being advised.

Sincerely yours,

E. L. PETERSON,
Assistant Secretary.

Comparison of distribution of approved installation cost for flood prevention measures with that proposed in the Uniform Cost-Sharing Act—
Watershed projects (Public Law 566)

State and watershed	Total cost	Federal cost				Non-Federal cost			
		Approved	Percent	Uniform	Percent	Approved	Percent	Uniform	Percent
Alabama:									
Braekin's Mill Creek.....	\$208,781	\$204,578	98	\$146,147	70	\$4,203	2	\$62,634	30
Bristow's Crcek.....	125,795	119,136	95	88,057	-----	6,659	5	37,738	-----
Clear Creek.....	92,294	81,294	88	64,606	-----	11,000	12	27,688	-----
High Pine Creek.....	509,308	399,856	78	356,516	-----	109,452	22	152,792	-----
Little New River.....	154,456	127,556	83	108,119	-----	26,900	17	46,337	-----
Little Paint Creek.....	446,929	419,654	94	312,850	-----	27,275	6	134,079	-----
Subtotal.....	1,537,563	1,352,074	-----	1,076,295	-----	185,489	-----	461,268	-----
Arkansas:									
Camp Bayou.....	90,997	73,231	80	63,698	-----	17,766	20	27,299	-----
Caney Creek.....	896,728	735,498	72	627,710	-----	161,230	18	269,018	-----
Ouachita Creek.....	96,780	90,246	93	67,746	-----	6,534	7	29,034	-----
Subtotal.....	1,084,505	898,975	-----	759,154	-----	185,530	-----	325,351	-----
California:									
Adobe Creek.....	850,655	679,835	80	595,459	80	170,820	20	255,106	-----
Arroyo Grande.....	249,776	185,144	74	174,843	70	64,632	26	74,933	30
Buena Vista Creek.....	1,698,400	978,800	58	978,800	58	719,600	42	719,600	42
Central Sonoma.....	11,679,900	9,599,500	72	8,175,930	70	2,080,400	18	3,503,970	30
Subtotal.....	14,478,731	11,443,279	-----	9,925,032	-----	3,035,452	-----	4,553,699	-----
Colorado:									
Big Sandy Creek.....	790,395	749,647	95	553,277	0	40,748	5	237,118	30
West Cherry Creek.....	313,227	298,836	95	219,259	-----	14,391	5	93,968	-----
Wray.....	200,627	184,830	92	140,439	70	15,797	8	60,188	30
Subtotal.....	1,304,249	1,233,313	-----	912,975	-----	70,936	-----	391,274	-----
Connecticut:									
Furnace Brook-Middle River.....	1,728,587	1,036,657	60	1,036,657	60	691,930	40	691,930	40
Roaring Brook-Walnut Street Brook.....	48,538	41,204	85	33,977	-----	7,334	15	14,561	30
Subtotal.....	1,777,125	1,077,861	-----	1,070,634	-----	699,264	-----	706,491	-----
Delaware:									
Bear Hole.....	115,466	104,866	91	80,826	-----	10,600	9	34,640	-----
Upper Nanticoke River.....	1,735,316	1,476,570	85	1,214,721	-----	258,746	15	520,595	-----
Subtotal.....	1,850,782	1,581,436	-----	1,295,547	-----	269,346	-----	555,235	-----
Florida:									
Fisheating Creek.....	269,585	246,065	91	188,710	-----	23,520	9	80,875	-----
Lake Placid East Chain of Lakes.....	81,675	79,063	97	57,173	-----	2,612	3	24,502	-----
North St. Lucie River Drainage District.....	173,596	163,014	94	121,517	-----	10,582	6	52,079	-----
Pine Barren Creek.....	263,979	220,592	84	184,785	-----	43,387	16	79,194	-----
Sebastian River Drainage Distriet.....	298,240	258,003	86	208,768	70	40,237	14	89,472	30
Subtotal.....	1,087,075	966,737	-----	760,953	-----	120,338	-----	326,122	-----
Georgia:									
Barber Creek.....	244,454	236,164	97	171,118	70	8,290	3	73,336	30
Bear Creek.....	143,684	134,314	94	100,579	-----	9,370	6	43,105	-----
Hightower Creek.....	239,027	228,105	95	167,319	-----	10,922	5	71,708	-----
Little Tallapoosa River.....	1,084,892	1,007,057	93	759,424	-----	77,835	7	325,468	-----
Mill Creek.....	393,957	365,300	93	275,770	-----	28,657	7	118,187	-----
Roeky Creek.....	68,575	62,265	91	48,003	-----	6,310	9	20,572	-----
Rooty Creek.....	249,742	243,772	98	174,319	-----	5,970	2	74,923	-----
Sautee Creek.....	236,852	221,743	94	165,796	-----	15,109	6	71,056	-----
Subtotal.....	2,661,183	2,498,720	-----	1,862,828	-----	162,463	-----	798,355	-----
Idaho:									
Cow-Dobson Creek.....	186,080	116,750	90	130,256	-----	19,330	10	55,824	-----
Fourth of July Creek.....	161,770	158,070	98	113,239	-----	3,700	2	48,531	-----
Subtotal.....	347,850	324,820	-----	243,495	-----	23,030	-----	104,355	-----
Illinois:									
Hambaugh-Martin.....	187,431	177,911	95	131,202	-----	9,520	5	56,229	-----
Tiskilwa area.....	519,970	514,170	99	363,979	-----	5,800	1	155,991	-----
Subtotal.....	707,401	692,081	-----	495,181	-----	15,320	-----	212,220	-----
Indiana:									
Busseron.....	2,199,530	1,924,560	88	1,539,671	-----	274,970	12	659,859	-----
Elk Creek.....	283,576	258,870	91	198,503	-----	24,706	9	85,073	-----
Prairie Creek.....	1,248,130	1,098,150	88	873,691	70	149,980	12	374,439	30
Subtotal.....	3,731,236	3,281,580	-----	2,611,865	-----	449,656	-----	1,119,371	-----
Iowa:									
Big Park Creek.....	\$450,412	\$416,800	92	\$315,288	70	\$33,612	8	\$135,124	30
Crooked Creek.....	456,396	414,874	91	319,477	-----	41,522	9	136,919	-----
Harmony Creek.....	161,992	152,832	94	113,394	-----	9,160	6	48,598	-----
Roeky Branch Creek.....	171,892	152,832	89	120,324	-----	19,060	11	51,568	-----
Simpson Creek.....	124,713	118,313	95	87,299	-----	6,400	5	37,414	-----
Subtotal.....	1,365,405	1,255,651	-----	955,782	-----	109,754	-----	409,623	-----
Kansas:									
Cimmaron.....	130,489	122,299	94	91,342	-----	8,190	6	39,147	-----
Thompsonville.....	118,158	110,428	94	82,711	-----	7,730	6	35,447	-----
Walnut Creek (Nebraska).....	1,650,549	1,548,987	94	1,155,384	-----	101,562	6	495,165	-----
Subtotal.....	1,899,196	1,781,714	-----	1,329,437	-----	117,482	-----	569,759	-----

Comparison of distribution of approved installation cost for flood prevention measures with that proposed in the Uniform Cost-Sharing Act—
Watershed projects (Public Law 566)—Continued

State and watershed	Total cost	Federal cost				Non-Federal cost			
		Approved	Percent	Uniform	Percent	Approved	Percent	Uniform	Percent
Kentucky:									
Canoe Creek.....	\$531,047	\$400,353	75	\$371,732		\$130,694	25	\$159,315	
Cypress Creek.....	195,412	178,543	91	136,788		16,869	9	58,624	
Donaldson Creek.....	1,224,587	1,162,882	95	857,211		61,705	5	367,376	
Meadow Creek.....	234,881	190,358	81	164,416		44,523	19	70,465	
Mud River.....	1,397,645	1,333,087	95	978,352		64,558	5	419,293	
Obion Creek.....	1,749,605	1,655,538	95	1,224,724		94,067	5	524,881	
Twin Creek.....	55,732	45,951	82	39,012	70	9,781	18	16,720	30
Subtotal.....	5,388,909	4,966,712		3,772,235		422,197		1,616,674	
Louisiana:									
Baker Canal.....	46,292	42,697	92	32,404	70	3,595	8	13,888	30
Bayou Dupont.....	1,539,958	1,374,900	89	1,077,971		165,058	11	461,987	
Bear Creek.....	165,492	131,810	80	115,844		33,682	20	49,648	
Pleasant Valley, Big Ditch, and Scarboroughs Creeks.....	331,710	307,410	93	232,197		24,300	7	99,513	
Upper Bayou Nezpique.....	875,707	619,357	71	612,995		266,350	29	262,712	
Upper West Fork of Cypress Bayou.....	342,843	308,710	90	239,990		34,133	10	102,853	
Subtotal.....	3,302,002	2,784,884		2,311,401		517,118		990,601	
Maryland:									
Little Deer Creek.....	220,580	207,080	94	154,406		13,500	6	66,174	
Little Youghiogheny.....	350,661	331,311	94	245,463		19,350	6	105,198	
Timmonstown Branch.....	126,846	115,595	91	88,792		11,251	9	38,054	
Subtotal.....	698,087	653,986		488,661		44,101		209,426	
Massachusetts: Baiting Brook.....	36,126	33,026	91	25,288		3,100	9	10,838	
Michigan: Little Black River.....	199,559	192,709	97	139,691		6,850	3	59,868	30
Minnesota:									
Coon Creek.....	262,003	102,485	59	102,485	39	159,518	61	159,518	61
Rush Pine Creek.....	38,807	22,837	59	22,837	59	15,970	41	15,970	41
Subtotal.....	300,810	125,322		125,322		175,488		175,488	
Mississippi:									
Ellison Creek.....	383,691	349,002	91	268,584	70	34,689	9	115,107	30
Grays Creek.....	604,061	545,267	90	422,843		58,794	10	181,218	
Muddy Creek.....	1,788,271	1,614,093	90	1,251,790		174,178	10	536,481	
Tackett Creek.....	230,274	200,967	87	161,192		29,307	13	69,082	
West Hatchie Creek.....	805,829	736,537	91	564,079		69,292	9	241,750	
Subtotal.....	3,812,126	3,445,866		2,668,488		366,260		1,143,638	
Missouri:									
East Fork of Big Creek.....	349,140	299,562	86	244,398		49,578	14	104,742	
Plate River tributaries.....	220,191	207,796	94	154,134		12,395	6	66,057	
Subtotal.....	569,331	507,358		398,532		61,973		170,799	
Montana: Lower Willow Creek.....	20,650	19,890	96	14,455		760	4	6,195	
Nebraska:									
Antelope Creek.....	343,270	304,690	89	240,289		38,580	11	102,981	
Mud Creek.....	949,180	875,170	92	664,426		74,010	8	284,754	
Oak-Middle Creek.....	631,350	583,175	92	441,945		48,175	8	189,405	
Plattsmouth area.....	155,980	139,360	89	109,186		16,620	11	46,794	
Wildhorse.....	352,810	287,720	82	246,967	70	65,090	18	105,843	30
Subtotal.....	2,432,590	2,190,115		1,702,813		242,475		729,777	
Nevada: Peavine Mountain.....	1,172,900	928,600	79	821,030	70	244,300	21	351,870	30
New Hampshire: Ash Swamp, Tannery White and Black Brooks.....	107,455	85,687	80	75,218		21,768	20	32,237	
New Jersey:									
Paulins Kill.....	330,650	319,750	97	231,455		10,900	3	99,195	
Silver Lake-Locust Island.....	137,520	135,520	98	96,264		2,000	2	41,256	
Stony Brook.....	327,390	313,250	96	229,173		14,140	4	98,217	
Town Bank.....	72,513	70,513	97	50,759		2,000	3	21,754	
Subtotal.....	868,073	839,033		607,651		29,040		260,422	
New Mexico:									
Caballo Arroyos.....	298,193	292,043	98	208,735		6,150	2	89,458	
Dona Ana Arroyos.....	200,697	179,824	90	140,488		20,873	10	60,209	
Hatch Valley Arroyos.....	320,036	312,282	98	224,025		7,754	2	96,011	
Prop Canyon and tributaries.....	198,378	192,203	97	138,865		6,175	3	59,513	
Saltpeter Creek.....	148,028	145,324	98	103,620		2,704	2	44,408	
Tramperos Creek.....	318,057	310,057	98	222,640		8,000	2	95,417	
Upper Rio Penasco.....	184,365	181,925	99	129,055		2,440	1	55,310	
Zuber Draw.....	402,331	382,947	95	281,632	70	19,384	5	120,699	30
Subtotal.....	2,070,085	1,996,605		1,449,060		73,480		621,025	
New York: Cowaselon Creek.....	459,801	429,956	94	321,861	70	29,845	6	137,940	30
North Carolina:									
Abbotts Creek.....	748,728	668,573	89	524,109		80,155	11	224,619	
Bear Creek.....	302,710	264,705	87	211,897		38,005	13	90,813	
Deep Creek (Yadkin County).....	704,681	669,642	88	535,277		95,039	12	229,404	
Deep Creek (Washington County).....	94,148	91,875	98	65,904		2,273	2	28,244	
Folley Ditch.....	17,036	16,124	95	11,925		912	5	5,111	
Grindle Creek.....	174,413	166,663	96	122,089		7,750	4	52,324	
Horse Swamp—Flat Swamp.....	35,613	32,439	91	24,929		3,174	9	10,684	
Mud Creek.....	891,221	642,256	72	623,855		248,965	28	267,366	
Muddy Creek.....	403,738	361,299	90	282,617		42,439	10	121,121	
Subtotal.....	3,432,288	2,913,576		2,402,602		518,712		1,029,686	

Comparison of distribution of approved installation cost for flood prevention measures with that proposed in the Uniform Cost-Sharing Act—
Watershed projects (Public Law 566)—Continued

State and watershed	Total cost	Federal cost				Non-Federal cost			
		Approved	Percent	Uniform	Percent	Approved	Percent	Uniform	Percent
North Dakota:									
Elm River.....	\$955,913	\$685,889	72	\$669,139	70	\$270,024	28	\$286,774	30
Swan Buffalo Creek.....	1,111,441	630,461	57	630,461	57	480,980	43	480,980	43
Tewaukon Creek.....	578,700	468,983	81	405,080	70	109,717	19	173,610	30
Wild Rice Creek.....	925,939	645,359	70	645,359	70	280,580	30	280,580	30
Subtotal.....	3,571,993	2,430,692		2,350,049		1,141,301		1,221,944	
Ohio: Upper Wabash.....	842,111	700,280	83	589,478	70	141,831	17	252,633	30
Oklahoma:									
Bear, Fall, and Coon Creeks.....	1,476,565	1,269,860	85	1,033,596	70	206,705	15	442,969	30
Big Wewoka Creek.....	2,693,011	2,122,294	79	1,835,108		570,717	21	807,903	
Little Deep Fork Creek.....	1,640,034	1,379,261	84	1,148,024		260,773	16	492,010	
Little Wewoka-Graves Creek.....	1,152,970	933,863	81	807,079		219,107	19	345,891	
Long Branch.....	372,429	297,025	80	260,700		75,404	20	111,729	
Salt Creek.....	1,572,316	1,299,966	83	1,100,621		272,350	17	471,695	
Sandy Creek.....	1,850,664	1,481,060	80	1,295,465		369,604	20	555,199	
Whitegrass-Waterhole.....	592,197	493,617	83	414,537		98,580	17	177,660	
Subtotal.....	11,350,186	9,276,946		7,945,130		2,073,240		3,405,056	
Oregon:									
Little Pudding River.....	1,254,512	1,149,270	92	878,158		105,242	8	376,354	
Lynx Hollow.....	270,400	199,400	74	189,280		71,000	26	81,120	
Subtotal.....	1,524,912	1,348,670		1,067,438		176,242		457,474	
Pennsylvania:									
Lackawaxen tributaries.....	170,913	160,313	94	119,639		10,600	6	51,274	
Little Schuylkill River.....	1,934,230	1,902,230	98	1,353,961		32,000	2	580,269	
North Fork of the Cowanesque River.....	198,183	191,233	96	138,728	70	6,950	4	59,455	30
Subtotal.....	2,303,326	2,253,776		1,612,328		49,550		690,998	
South Carolina:									
Coneross Creek.....	278,600	238,757	86	195,020	70	39,843	14	83,580	30
Brushy Creek.....	341,020	309,669	91	238,714		31,351	9	102,306	
Wateree Creek.....	287,582	248,529	86	201,307		39,053	14	86,275	
Subtotal.....	907,202	796,955		635,041		110,247		272,161	
South Dakota:									
Pattee Creek.....	299,242	242,815	81	209,469	70	56,427	19	89,773	30
Richland Creek.....	59,873	36,825	62	36,825	62	23,043	38	23,043	38
Silver Creek.....	293,115	235,065	80	205,180	70	58,050	20	87,935	30
Subtotal.....	652,230	514,705		451,474		137,525		200,756	
Tennessee:									
Indian Creek.....	355,442	323,801	91	248,809		31,641	9	106,633	
Jennings Creek.....	1,931,861	1,875,538	97	1,352,303		56,323	3	579,558	
Johnson Creek.....	433,680	365,293	84	303,576		68,387	16	130,104	
Lick Creek.....	4,754,061	4,378,819	92	3,327,843		375,242	8	1,426,218	
Meridian Creek.....	225,067	199,462	89	157,547		25,605	11	67,520	
Tbompson Creek.....	257,619	220,146	86	180,333	70	37,473	14	77,286	30
Subtotal.....	7,957,730	7,363,059		5,570,411		594,671		2,387,319	
Texas:									
Agua Dulce Creek.....	111,442	95,492	86	78,009	70	15,950	14	33,433	30
Alamo Arroyo.....	664,859	652,865	98	465,401		11,994	2	199,458	
Auds Creek.....	508,568	451,580	89	355,998		56,988	11	152,570	
Chilipin-San Fernando Creeks.....	1,734,849	1,508,536	87	1,214,394		226,313	13	520,455	
Cummins Creek.....	2,338,174	2,130,303	91	1,636,722		207,871	9	701,452	
Diablo Arroyo.....	442,728	425,808	96	309,910		16,920	4	132,818	
Dry Devils River and Lowrey Draw.....	1,849,294	1,662,349	90	1,294,506		186,945	10	554,788	
Johnsons Draw.....	1,245,435	1,156,769	93	871,804		88,666	7	373,631	
Knob Creek.....	592,762	490,464	83	414,933		102,289	17	177,829	
Langford Creek.....	391,137	330,561	84	273,796		60,576	16	117,341	
Lower Brushy Creek.....	3,418,989	2,798,178	82	2,393,292		620,811	18	1,025,697	
San Diego-Rosita Creeks.....	1,638,057	1,418,557	87	1,146,640		219,500	13	491,417	
Sulphur Creek.....	1,159,978	1,098,781	95	811,985		61,197	5	347,993	
Upper Brushy Creek.....	3,243,413	2,788,750	86	2,270,389		454,663	14	973,024	
Upper Lake Fork Creek.....	1,443,883	1,301,200	90	1,010,718		142,683	10	433,165	
York Creek.....	2,288,418	1,967,239	86	1,601,893		321,179	14	686,525	3
Subtotal.....	23,071,986	20,277,432		16,150,390		2,794,554		6,921,596	
Utah:									
American Fork-Dry Creek.....	786,895	725,795	92	550,826		61,100	8	236,069	30
Green's Lake.....	282,507	268,627	95	197,755		13,880	5	84,752	
Mill Canyon-Sage Flat.....	93,746	88,390	94	65,622		5,356	6	28,124	
North Fork of Ogden River.....	213,600	209,300	98	149,520	70	4,300	2	64,080	30
Subtotal.....	1,376,748	1,292,112		963,723		84,636		413,025	
Virginia:									
Back Creek.....	13,668	12,918	94	9,568	70	750	6	4,100	30
Mountain Run.....	171,065	145,737	85	119,745		25,328	15	51,320	
Subtotal.....	184,733	158,655		129,313		26,078		55,420	
Washington:									
Chimacum Creek.....	212,141	153,782	72	148,499	70	58,359	28	63,642	30
Lacamas Creek tributaries.....	703,965	470,361	67	470,361	67	233,604	33	233,604	33
Saar Creek.....	112,013	96,092	86	78,409	70	15,921	14	33,604	30
Subtotal.....	1,028,119	720,235		697,269		307,884		330,850	

Comparison of distribution of approved installation cost for flood prevention measures with that proposed in the Uniform Cost-Sharing Act—
Watershed projects (Public Law 566)—Continued

State and watershed	Total cost	Federal cost				Non-Federal cost			
		Approved	Percent	Uniform	Percent	Approved	Percent	Uniform	Percent
West Virginia:									
Daves Fork-Christians Fork.....	\$236,744	\$209,058	88	\$165,721	-----	\$27,685	12	\$71,023	-----
Marlin Run.....	156,409	155,059	99	109,486	-----	1,350	1	46,923	-----
Upper Grave Creek.....	371,100	301,060	81	259,770	-----	70,040	19	111,330	-----
Subtotal.....	764,253	665,178	-----	534,977	-----	99,075	-----	229,276	-----
Wisconsin:									
Aima-Mill Creek.....	103,495	100,195	97	72,446	-----	3,300	3	31,049	-----
Bogus Creek.....	65,978	63,978	97	46,185	-----	2,000	3	19,793	-----
Coon Creek.....	462,500	440,560	95	323,750	-----	21,940	5	138,750	-----
Lost Creek.....	106,898	87,318	82	74,829	-----	19,590	18	32,069	-----
Mill Creek.....	476,402	446,012	94	333,481	70	30,390	6	142,921	30
Subtotal.....	1,215,273	1,138,063	-----	850,691	-----	77,210	-----	364,582	-----
Wyoming:									
London Flats-Bovee.....	362,625	350,425	97	253,838	70	12,200	3	108,787	30
Pine Ridge-Case Bier.....	276,118	264,267	96	193,282	70	11,851	4	82,836	30
Subtotal.....	638,743	614,692	-----	447,120	-----	24,051	-----	191,623	-----
Grand total.....	116,092,638	100,053,016	-----	80,018,318	-----	16,039,622	13.8	35,474,320	30.6

[H.R. 7634, 86th Cong., 2d sess.]

Amendment intended to be proposed by Mr. BUSH to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, viz: On page 10, between lines 15 and 16, insert the following:

"STAMFORD, CONNECTICUT

"The project for hurricane-flood protection at Stamford, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 210, Eighty-sixth Congress, at an estimated Federal cost of \$3,476,000, and at an estimated Federal cost of maintenance and operation of \$31,000 annually: *Provided*, That in lieu of the local cooperation recommended by the Chief of Engineers, local interests (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (b) accomplish without cost to the United States all modifications to the existing storm drainage system, sanitary sewer facilities required to prevent the entry of tidal floodwaters, and all changes, alterations, and additions to or relocations of any buildings and utilities made necessary by the construction of the project; (c) bear 22 per centum of the total first cost of the project, a sum presently estimated at \$1,230,000 to consist of the items listed in (a) and (b) above and a cash contribution now estimated at \$960,000, the cash to be paid in a lump sum prior to commencement of construction, or at their option in annual amounts equal to the proportion of the annual Federal appropriations for construction of the project and the final allocation of cost to be made after actual costs and values have been determined; (d) contribute in cash, in lieu of the cost of annual maintenance and operation of the tidal portion of the East Branch barrier, an amount presently estimated at \$880,000, the cash to be paid in a lump sum prior to commencement of construction; (e) maintain and operate all the works after completion, with the exception of the tidal portion of the East Branch barrier and aids to navigation, in accordance with regulations prescribed by the Secretary of the Army; and (f) hold and save the United States free from damages due to the construction works and the operation thereof.

"PAWCATUCK, CONNECTICUT

"The project for hurricane-flood protection at Pawcatuck, Connecticut, is hereby authorized substantially in accordance with

the recommendations of the Chief of Engineers in House Document Numbered 212, Eighty-sixth Congress, at an estimated Federal cost of \$456,000: *Provided*, That in lieu of the local cooperation recommended by the Chief of Engineers, local interests (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (b) accomplish without cost to the United States all alterations and relocations of buildings, streets, storm drains, and utilities made necessary by reason of the construction; (c) bear 22 per centum of the total first cost, a sum presently estimated at \$129,000 to consist of the items listed in (a) and (b) above and a cash contribution now estimated at \$39,000, the cash to be paid in a lump sum prior to commencement of construction and the final allocation of cost to be made after actual costs and values have been determined; (d) hold and save the United States free from damages due to construction works; and (e) operate and maintain all the works after completion in accordance with regulations prescribed by the Secretary of the Army."

[H.R. 7634, 86th Cong., 2d sess.]

Amendments intended to be proposed by Mr. BUSH to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, viz: On page 15, between lines 10 and 11, insert a new section as follows:

"SEC. 205. (a) It is the intent of Congress that non-Federal entities cooperating with the Federal Government in projects providing benefits from flood control or flood prevention shall receive uniform and equitable Federal assistance, and that to this end it is the purpose of this section to establish a cost-sharing policy applicable to projects which produce flood control or flood prevention benefits.

"(b) For the purpose of this section—

"(1) The term 'flood control or flood prevention benefits' shall include but not be limited to (A) reductions in damages or losses from streamflows that exceed the capacity of the channel within which the flow of a stream is normally confined or from abnormally high levels of lakes and coastal waters caused by hurricane and other major storms; (B) reductions in sediment and erosion damages caused by flood runoff; and (C) increases in net return resulting from changed or more intensive use of flood plain property made possible by reduction of flood risks, but such term shall not include increases in net return resulting from any

change in the average moisture content of the soil, over the growing season, attributable to improved drainage or irrigation.

"(2) The term 'project' shall mean any separable engineering work or system of closely related engineering works of improvement for flood prevention except land treatment measures, which produce flood control or flood prevention benefits, which are constructed pursuant to the Flood Control Act of March 1, 1917 (33 U.S.C. 703-704), the Flood Control Act of May 15, 1928 (33 U.S.C. 702), the Flood Control Act of June 22, 1936 (33 U.S.C. 701), and the Reclamation Act of June 17, 1902 (43 U.S.C. 391), and Acts amendatory or supplementary to said Acts; and such works constructed with Federal financial assistance furnished under the Watershed Protection and Flood Prevention Act of August 4, 1954, as amended (16 U.S.C. 1001-1007), and the Small Reclamation Projects Act of August 6, 1956, as amended (43 U.S.C. 422a-422k), and such part of the works represented by the cost allocated to the production of flood control or flood prevention benefits of any multiple-purpose project undertaken pursuant to the Acts cited above shall be considered a project.

"(3) The term 'non-Federal entity' shall mean a State or any public entity created under State law or interstate compact, or any private entity, having authority to cooperate with the Federal Government in the planning, installation, and maintenance and operation of a project.

"(4) The term 'responsible Federal official' shall mean an official of the Federal Government authorized to carry out the provisions of the Acts cited in paragraph (2) of this subsection or acts supplementary or amendatory thereto.

"(5) The term 'first cost' shall mean all monetary outlays made and the value of goods and services contributed or provided by various interests for the planning, design, and project construction, including contract work, materials and supplies, labor, and use of equipment; acquisition of lands, easements, rights-of-way, and water rights; relocation of facilities and settlement of damage claims; interest during construction; protection of public health; replacement of or prevention of damages to recreation and fish and wildlife resources; and prevention of loss of or damages to mineral resources and scenic, archeological, historical, and associated values; but such term shall not include the cost of investigations, surveys, and planning undertaken prior to authorization of the project or investigations and surveys financed by appropriations to Federal agencies other than the agency responsible for

the project or having primary responsibility for furnishing Federal financial assistance for the construction of the project.

"(c) On and after the effective date of this section, no Federal agency shall incur any obligation for first cost except planning, design, and acquisition of water rights for a project or provide financial assistance for a project unless a State or, at the discretion of the responsible Federal official, one or more other non-Federal entities shall have entered, in advance, into an agreement satisfactory to said responsible Federal official to fulfill the requirements for operation and maintenance under subsection (d) of this section and to assume at least 30 per centum of the first cost of the completed project allocated to the production of flood control or flood prevention benefits, payable as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years, except that (1) the actual cost or fair market value, as determined or approved by the responsible Federal official, of such lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project which are furnished, or required by law to be furnished, by a non-Federal entity shall be included in the share of the first cost to be borne by the non-Federal entity, and (2) where a project provides flood control or flood prevention benefits that are widely dispersed over a large geographic area, non-Federal entities shall be required to bear at least 30 per centum of the share of the first cost attributable only to significant flood control or flood prevention benefits which accrue to identifiable groups or beneficiaries. In the event that non-Federal entities other than a State do not enter into the agreements required by this subsection, no obligation may be incurred for first costs except planning, design, and acquisition of water rights unless a State shall enter into such contractual arrangements with the responsible Federal official.

"(d) The operation and maintenance of any project coming within the purview of this section shall be the responsibility of the non-Federal entity or entities bearing the non-Federal share of the first cost thereof under the provisions of subsection (c) of this section, or of any group of beneficiaries that the responsible Federal official deems appropriate in accordance with existing statutory requirements except that (1) the flood control beneficiaries shall bear, in any case, their share of the costs of operation and maintenance, and (2) if the responsible Federal official finds that operation and maintenance of any such project by the Federal Government would be in the public interest, such official may arrange for operation and maintenance by the Federal Government if such non-Federal entity or entities agree to bear the cost thereof. Where a project provides flood control or flood prevention benefits that are widely dispersed over a large geographic area, the non-Federal entity or entities shall bear that portion of the costs of operation and maintenance which the responsible Federal official determines to be equitable on the basis of the proportion of flood control or flood prevention benefits accruing to such non-Federal entities in relation to the total flood control or flood prevention benefits produced by the project.

"(e) The provisions of this section shall not be construed to modify any provisions of existing laws except the cost-sharing provisions thereof, nor to apply to any existing project or to any project determined by the responsible Federal official to be under contract or construction as of the effective date of this section, except that the duties, responsibilities, and financial obligations of non-Federal entities under the cost-sharing

provisions of existing laws shall not be diminished by the provisions of this section.

"(f) This section may be cited as the 'Uniform Cost-Sharing Act for Flood Control and Flood Prevention'.

"On page 15, line 11, strike 'SEC. 205' and insert in lieu thereof 'SEC. 206.'"

EXHIBIT 3

APRIL 12, 1960.

HON. ALLEN J. ELLENDER,
Chairman, Subcommittee on Public Works
Appropriations, U.S. Senate, Washington,
D.C.

DEAR SENATOR ELLENDER: I respectfully request that your subcommittee support the inclusion in the public works appropriation bill of certain projects important to continued forward progress in the flood protection program for Connecticut and New England, as well as an item of \$750,000 for the improvement of Bridgeport harbor.

Connecticut flood protection projects included in the budget submitted by the Corps of Engineers, and the amounts recommended by the Corps, include: Hall Meadow Brook Reservoir, Torrington, \$1 million; Mad River Reservoir, Winsted, \$870,000; Thomaston Reservoir, \$1,547,000; and East Branch Reservoir, Torrington (new planning start), \$150,000.

Additionally, we in Connecticut have strong interest in orderly continuation of the hurricane studies authorized by Public Law 71, 84th Congress, budgeted for \$850,000; and in the small projects program authorized by Public Law 685, 85th Congress, budgeted for \$2,000,000, as well as in the dams to our north in Massachusetts, New Hampshire and Vermont which contribute generally to the protection of the New England region as well as to that of our own State.

Pending in the Senate Committee on Public Works is H.R. 7634, the public works authorization bill, in which a number of Connecticut projects are eligible for inclusion. Already fully documented are:

Hurricane protection project for Stamford, Connecticut. House Document No. 210, 86th Congress, 1st session. Benefit-to-cost ratio, 1.5 to 1.0.

Hurricane protection project for Pawcatuck, Conn. House Document No. 212, 86th Congress, 1st session. Benefit-to-cost ratio, 2.1 to 1.0.

West Thompson, Conn., flood control dam and reservoir, Senate Document No. 41, 86th Congress, first session. Benefit-to-cost ratio, 1.3 to 1.0.

Additional flood protection for the lower Naugatuck River Valley, consisting of four dams and reservoirs for flood control, on Northfield Brook, Branch Brook, Hancock Brook and Hop Brook. House Document No. 372, 86th Congress, 2d session. Benefit-to-cost ratios ranging between 1.7 to 1.0 and 2.0 to 1.0.

I am hopeful that certain additional projects will be fully processed and documented before the Senate is ready to act on H.R. 7634. These include a local protection plan for Ansonia-Derby in the Naugatuck River Valley, and two projects in the Farmington River Valley, a flood control reservoir on Sucker Brook and a dual purpose reservoir for flood control and water storage at Colebrook.

It will be greatly appreciated if you will request the Corps of Engineers to submit estimates of the amount of planning funds which could profitably be employed on all the above listed projects, not presently in the budget, in the coming fiscal year. In the event these projects are approved by the Congress, I am hopeful that your Subcommittee will support the necessary appropriations to accomplish the planning recommended by the Corps, either in the pending appropriations bill or a supplemental bill to be considered later.

With appreciation for your consideration and for the work you have already done in support of flood control for my State and region, I am,

Cordially yours,

PRESCOTT BUSH.

Mr. JOHNSON of Texas. Mr. President, I yield the Senator from Utah [Mr. BENNETT] 2 minutes.

The PRESIDING OFFICER. The Senator from Utah is recognized for 2 minutes.

Mr. BENNETT. Mr. President, it is with some sense of regret that I must oppose the omnibus public works authorization bill as it was reported to the Senate. The regret arises because I have always supported sound, carefully planned projects which meet all of the requirements of Federal law and have gone through the required procedural steps. It is likewise regrettable that I must oppose a bill which contains a sound, worthwhile project in my own State, the \$6,060,000 Little Dell Dam and Reservoir near Salt Lake City, Utah.

I have worked, ever since the serious 1952 floods, to obtain protection for the several important areas of Salt Lake City which received costly flood damage. Thus, the project in the omnibus bill culminates nearly 8 years of work on my part. The dam would create a reservoir with a gross storage capacity of 8,000 acre-feet. It would not only be of great value in controlling floods from Parleys and Emigration Canyons, but it would also add 1 billion gallons yearly to Salt Lake City's water supply. Moreover, the project plan calls for a much higher degree of local participation than is usual, 36.5 percent of the total cost, plus another \$341,000 for land, rights-of-way, and highway relocation. It is a much needed and meritorious project.

However, I cannot in good conscience vote for an omnibus bill, even though it contains many good projects, which is so loaded down with unsupportable projects as is H.R. 7634 now being considered by the Senate. In fact, the bill is worse than the omnibus bill vetoed by the President in 1958.

There are 12 projects tacked onto this year's omnibus bill, with a total Federal cost of \$150.5 million, to which the administration objects for substantive reasons. There have been no project reports whatever from the administration on 10 projects having a total cost of \$80.8 million. I cannot feel too sad about opposing these 10 projects since the Little Dell project was in precisely the same fix in 1958, and was therefore not authorized. In addition, there are 24 projects included in the bill, costing \$186.1 million, on which there is inadequate cost sharing by local participants. Thus, there are 45 objectionable projects, costing \$417.4 million, that have been loaded onto the omnibus bill.

Since the President vetoed a public works bill just 2 years ago which had 30 objectionable projects, costing \$350.9 million, it seems fair to observe that the sponsors of this year's bill are inviting yet another veto. Some of them may

even prefer a political issue this fall to a good bill.

It is tragic that 80 good projects in the bill should be jeopardized and held hostage by 45 bad ones. It is just this type of bill which triggers the charge of "pork-barrel" against flood-control legislation, and with considerable justification. Unfortunately the pork-barrel label sticks to the good projects as well.

TITLE III. NONREIMBURSABLE RECREATION COSTS

Title III of H.R. 7634 would authorize a nonreimbursable allocation to recreation of up to 10 percent of the total costs of new Corps of Engineers and Bureau of Reclamation projects, with an additional allocation if recreation is found to have national significance. While I have supported some Federal participation in this area, it is premature to enact widesweeping recreation legislation of this nature since the Outdoor Recreation Resources Commission created by Congress will not complete its study until next year. It is pointless to create a commission to study recreation, and then preempt the entire area with legislation.

The bill provides that recreation benefits shall be based on a formula giving a minimum value of 50 cents per visitor-day. It is of doubtful wisdom to freeze such a formula into law. Moreover, the bill does not provide for local financial participation in recreation costs. If the benefits are local, at least a significant portion of the costs should be borne by State or local government.

For all of these reasons, I feel that I must vote against the bill unless it is amended to correct the many weaknesses that I have cited.

The PRESIDING OFFICER. Is all time on the bill yielded back?

Mr. CASE of South Dakota. I yield back my time.

Mr. JOHNSON of Texas. I yield back my time.

The PRESIDING OFFICER. All time on the bill has been yielded back.

The bill having been read the third time, the question is, Shall it pass? On this question the yeas and nays have been ordered, and the clerk will call the roll.

The Chief Clerk called the roll.

Mr. MANSFIELD. I announce that the Senator from Colorado [Mr. CARROLL], the Senator from California [Mr. ENGLE], the Senator from Georgia [Mr. RUSSELL], the Senator from Mississippi [Mr. STENNIS], the Senator from Texas [Mr. YARBOROUGH], the Senator from Alaska [Mr. BARTLETT], the Senator from Virginia [Mr. BYRD], the Senator from New Mexico [Mr. CHAVEZ], the Senator from Oregon [Mr. LUSK], and the Senator from Montana [Mr. MURRAY] are absent on official business.

I also announce that the Senator from Arkansas [Mr. FULBRIGHT], and the Senator from Missouri [Mr. HENNING] are absent because of illness.

I further announce that the Senator from Massachusetts [Mr. KENNEDY], the Senator from Tennessee [Mr. KEFAUVER], the Senator from Michigan [Mr. McNAMARA], the Senator from Oregon [Mr. MORSE], and the Senator from Wyoming [Mr. O'MAHONEY] are necessarily absent.

I further announce that, if present and voting, the Senator from Colorado [Mr. CARROLL], the Senator from California [Mr. ENGLE], the Senator from Arkansas [Mr. FULBRIGHT], the Senator from Missouri [Mr. HENNING], the Senator from Tennessee [Mr. KEFAUVER], the Senator from Massachusetts [Mr. KENNEDY], the Senator from Michigan [Mr. McNAMARA], the Senator from Oregon [Mr. MORSE], the Senator from Mississippi [Mr. STENNIS], the Senator from Texas [Mr. YARBOROUGH], the Senator from Alaska [Mr. BARTLETT], the Senator from New Mexico [Mr. CHAVEZ], the Senator from Montana [Mr. MURRAY], and the Senator from Oregon [Mr. LUSK] would each vote "yea."

Mr. KUCHEL. I announce that the Senator from Maryland [Mr. BUTLER] is absent because of illness.

The Senator from Indiana [Mr. CAPEHART] is absent by leave of the Senate.

The Senator from New Hampshire [Mr. COTTON] and the Senator from Nebraska [Mr. HRUSKA] are necessarily absent.

The Senator from Iowa [Mr. HICKENLOOPER], the Senator from South Dakota [Mr. MUNDT], and the Senator from Kansas [Mr. SCHOEPP] are absent on official business.

The Senator from New Jersey [Mr. CASE] is detained on official business.

If present and voting, the Senator from Indiana [Mr. CAPEHART], the Senator from Nebraska [Mr. HRUSKA] and the Senator from Kansas [Mr. SCHOEPP] would each vote "yea."

On this vote the Senator from South Dakota [Mr. MUNDT] is paired with the Senator from New Jersey [Mr. CASE]. If present and voting the Senator from South Dakota would vote "yea," and the Senator from New Jersey would vote "nay."

The result was announced—yeas 70, nays 5, as follows:

[No. 230]

YEAS—70

Aiken	Gore	Mansfield
Allott	Green	Martin
Anderson	Gruening	Monroney
Beall	Hart	Morton
Bible	Hartke	Moss
Bridges	Hayden	Muskie
Brunsdale	Hill	Pastore
Bush	Holland	Prouty
Byrd, W. Va.	Humphrey	Proxmire
Cannon	Jackson	Randolph
Carlson	Javits	Robertson
Case, S. Dak.	Johnson, Tex.	Saltonstall
Church	Johnston, S.C.	Scott
Clark	Jordan	Smathers
Cooper	Keating	Smith
Curtis	Kerr	Sparkman
Dodd	Kuchel	Symington
Douglas	Lausche	Talmadge
Dworshak	Long, Hawaii	Wiley
Eastland	Long, La.	Williams, N.J.
Ellender	McCarthy	Young, N. Dak.
Ervin	McClellan	Young, Ohio
Fong	McGee	
Frear	Magnuson	

NAYS—5

Bennett	Goldwater	Williams, Del.
Dirksen	Thurmond	

NOT VOTING—25

Bartlett	Fulbright	Mundt
Butler	Hennings	Murray
Byrd, Va.	Hickenlooper	O'Mahoney
Capehart	Hruska	Russell
Carroll	Kefauver	Schoeppel
Case, N.J.	Kennedy	Stennis
Chavez	Lusk	Yarborough
Cotton	McNamara	
Engle	Morse	

So the bill (H.R. 7634) was passed.

Mr. KERR. Mr. President, I move to reconsider the vote by which the bill was passed.

Mr. CASE of South Dakota. Mr. President, I move to lay that motion on the table.

The PRESIDING OFFICER. The question is on agreeing to the motion to lay on the table.

The motion to lay on the table was agreed to.

Mr. KERR. Mr. President, I move that the Senate insist upon its amendments to H.R. 7634 and request a conference with the House on the disagreeing votes thereon, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. CHAVEZ, Mr. KERR, Mr. McNAMARA, Mr. CASE of South Dakota, and Mr. COOPER conferees on the part of the Senate.

Mr. KERR. Mr. President, I ask unanimous consent that H.R. 7634, as passed by the Senate, be printed, with the amendments of the Senate numbered.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Oklahoma? The Chair hears none, and it is so ordered.

MESSAGE FROM THE HOUSE—ENROLLED BILL SIGNED

A message from the House of Representatives, by Mr. Bartlett, one of its reading clerks, announced that the Speaker had affixed his signature to the enrolled bill (H.R. 9883) to adjust the rates of basic compensation of certain officers and employees of the Federal Government and for other purposes, and it was signed by the President pro tempore.

DEPARTMENTS OF LABOR, AND HEALTH, EDUCATION, AND WELFARE APPROPRIATIONS, 1961

Mr. JOHNSON of Texas. Mr. President, I move that the Senate proceed to the consideration of Calendar No. 1639, H.R. 11390.

The PRESIDING OFFICER. The bill will be stated by title.

The LEGISLATIVE CLERK. A bill (H.R. 11390) making appropriation for the Departments of Labor, and Health, Education, and Welfare, and related agencies, for the fiscal year ending June 30, 1961, and for other purposes.

The PRESIDING OFFICER. The question is on agreeing to the motion of the Senator from Texas.

The motion was agreed to, and the Senate proceeded to consider the bill, which had been reported from the Committee on Appropriations, with amendments.

Mr. JOHNSON of Texas. Mr. President, I ask for the yeas and nays on final passage of the appropriation bill for the Departments of Labor, and Health, Education, and Welfare.

The yeas and nays were ordered.

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF
BUDGET AND FINANCE

(For Department
Staff Only)

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86th-2d, No. 114

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HIGHLIGHTS: House debated Poage farm bill. Senate committee voted to report bill to accelerate reforestation programs.

HOUSE

1. FARM PROGRAM. Began debate on H. R. 12261, the Poage farm bill (pp. 12602, 12606 47). Agreed to a Rules Committee resolution providing for 2 hours debate on the bill (pp. 12602, 12606-16). Rejected, 92 to 108, an amendment by Rep. Dixon which would have substituted the language of the Ellender wheat bill (S. 2759) as passed by the Senate for the language of the Poage bill (pp. 12634-46). Rejected an amendment by Rep. Levering to the amendment by Rep. Dixon which would have struck out a provision to reduce the 15-acre wheat exemption to 12 acres of the highest acreage planted during the 5-year period, 1956-60 (p. 12646).
2. UNEMPLOYMENT COMPENSATION; PERSONNEL. Both Houses passed without amendment H. J. Res. 765, providing a supplemental appropriation of \$6 million to the Department of Labor for unemployment compensation for veterans and Federal employees. This measure will now be sent to the President. pp. 12589, 12570
3. PERSONNEL. The Post Office and Civil Service Committee reported with amendment S. 2575, to provide a health benefits program for certain retired employees of the Government (H. Rept. 1930). p. 12666

The Post Office and Civil Service Committee voted to report (but did not actually report) the following bills: p. D586

H. R. 12336, to amend the Classification Act of 1949 so as to preserve basic compensation in certain downgrading actions;

H. R. 6743, to provide for survivors' annuities in additional cases under the Civil Service Retirement Act;

H. R. 543, to amend the Classification Act of 1949 so as to provide a formula for guaranteeing a minimum increase when an employee is promoted from one grade to another.

The Rules Committee reported a resolution for consideration of H. R. 12383, to amend the Federal Employees' Compensation Act so as to make compensation benefits more realistic in terms of present wage rates. p. D586

4. VETERANS' LOANS. The Rules Committee reported a resolution for consideration of H. R. 7903, to extend the veterans' guaranteed and direct loan programs for two additional years. p. D586

5. CLAIMS; JUDGMENTS. A subcommittee of the Judiciary Committee voted to report to the full committee H. R. 9523, to simplify the payment of certain miscellaneous judgments and the payment of certain compromise settlements. p. D586

6. RADIOACTIVITY; TRANSPORTATION. A subcommittee of the Judiciary Committee voted to report to the full committee S. 1806, to revise the "Explosives and Combustibles" transportation chapter of the Criminal Code so as to include the transportation of radioactive materials and etiologic agents as an illegal act. p. D586

7. FLOOD CONTROL. Conferees were appointed on H. R. 7634, the omnibus flood control and rivers and harbors bill (p. 12590). Senate conferees have already been appointed.

8. PUBLIC DEBT; TAXATION. Conferees were appointed on H. R. 12381, to extend for 1 year the public debt limit and the existing corporate normal-tax rate and certain excise-tax rates (p. 12601). Senate conferees have been appointed.

9. LABOR-HEW APPROPRIATION BILL, 1961. Conferees were appointed on this bill, H. R. 11390 (p. 12647). Senate conferees have already been appointed.

SENATE

10. FORESTRY. The Interior and Insular Affairs Committee voted to report (but did not actually report) S. J. Res. 95, providing for the acceleration of reforestation programs of this Department and the Department of the Interior. p. D583

11. LANDS. The Interior and Insular Affairs Committee reported the following bills: p. 12576

H. R. 8740, without amendment, to provide for the leasing of oil and gas interests in certain lands owned by the U. S. in Texas (S. Rept. 1637);

S. 3267, without amendment, to amend the Act of October 17, 1940, relating to the disposition of certain public lands in Alaska (S. Rept. 1628);

H. R. 9142, without amendment, to provide for the payment of claims of persons who conveyed lands to the U. S. as a basis for lieu selections under the Act of June 4, 1897, and who have not heretofore received the lieu selection or a re-conveyance of their lands (S. Rept. 1639);

House of Representatives

TUESDAY, JUNE 21, 1960

The House met at 12 o'clock noon. The Chaplain, Rev. Bernard Braskamp, D.D., offered the following prayer:

Luke 18: 8: *When the Son of Man cometh, shall He find faith on the earth?*

Eternal and ever-blessed God who art always drawing us to Thyself and seeking to show us what life really means, when touched by the wonder and glory of Thy presence, may there be no reluctance in our response and obedience to Thy divine love.

Inspire us daily to manifest the strength and blessedness of our faith to all who are sorely troubled and wistfully searching for the right and satisfying answer to mankind's many problems with their tragic social, racial, and economic setting.

Grant that in a time when men and nations are being brought so near to one another, as neighbors, by the findings of science and invention, we may all be more docile and determined to learn the fine art of living together in a neighborly and brotherly spirit.

Hear us in the name of the Prince of Peace. Amen.

THE JOURNAL

The Journal of the proceedings of yesterday was read and approved.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. McGown, one of its clerks, announced that the Senate had passed the following resolution:

SENATE RESOLUTION 339

Resolved, That the Senate has heard with profound sorrow the announcement of the death of Hon. Douglas H. Elliott, late a Representative from the State of Pennsylvania.

Resolved, That a committee of two Senators be appointed by the Presiding Officer to join the committee appointed on the part of the House of Representatives to attend the funeral of the deceased Representative.

Resolved, That the Secretary communicate these resolutions to the House of Representatives and transmit a copy thereof to the family of the deceased.

Resolved, That, as a further mark of respect to the memory of the deceased, the Senate do now adjourn.

The message also announced that the Senate had passed, with amendments in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 12232. An act making appropriations for the legislative branch for the fiscal year ending June 30, 1961, and for other purposes.

The message also announced that the Senate insists on its amendments to the foregoing bill, requests a conference with the House on the disagreeing votes of the

two Houses thereon, and appoints Mr. STENNIS, Mr. CHAVEZ, Mr. HAYDEN, Mr. JOHNSON of Texas, Mr. BRIDGES, Mr. SALTONSTALL, and Mr. ALLOTT to be the conferees on the part of the Senate.

The message also announced that the Senate had passed, with amendments in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 12381. An act to increase for one-year period the public debt limit set forth in section 21 of the Second Liberty Bond Act and to extend for one year the existing corporate normal tax rate and certain excise-tax rates.

The message also announced that the Senate insists on its amendments to the foregoing bill, requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints Mr. BYRD of Virginia, Mr. KERR, Mr. FREAR, Mr. LONG of Louisiana, Mr. WILLIAMS of Delaware, and Mr. CARLSON to be the conferees on the part of the Senate.

DEPARTMENT OF LABOR SUPPLEMENTAL APPROPRIATION BILL

Mr. THOMAS. Mr. Speaker, I ask unanimous consent for the immediate consideration of the joint resolution (H.J. Res. 765) making a supplemental appropriation for the Department of Labor for the fiscal year ending June 30, 1960, and for other purposes.

The Clerk read the title of the bill.

Mr. THOMAS. Mr. Speaker, there is no objection to this resolution on either side. It simply authorizes an appropriation of \$6 million deficiency for the remainder of the year to take care of unemployed veterans and Federal workers.

The SPEAKER. Is there objection to the request of the gentleman from Texas?

There was no objection.

The Clerk read the joint resolution, as follows:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sum is appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Labor for the fiscal year ending June 30, 1960, namely:

DEPARTMENT OF LABOR

Bureau of Employment Security

Unemployment Compensation for Veterans and Federal Employees

For an additional amount for "Unemployment compensation for veterans and Federal employees", \$6,000,000.

The joint resolution was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CORRECTION OF ROLL CALL

Mr. OLIVER. Mr. Speaker, on Friday last, on rollcall No. 138, on final passage of the mutual security bill, I am recorded as not voting. I was present and voted "yea." I ask unanimous consent that the permanent RECORD and the Journal be corrected accordingly.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

A MOST APPROPRIATE AND TIMELY APPOINTMENT

(Mr. PORTER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PORTER. Mr. Speaker, last Thursday the White House announced the appointment of my widely known and very active fellow townsman, the senior Senator from Oregon, WAYNE MORSE, as a member of the American delegation to the General Assembly of the United Nations.

This is a most appropriate and timely appointment. It is appropriate because the senior Senator from Oregon has long been a vigorous supporter of the United Nations and because his outstanding forensic and legal abilities will now be put directly to use in the interests of world peace in this most vital of all assemblies.

It is a timely appointment because, in this day of incredibly powerful weapons and in the wake of the abortive summit meeting and our disappointments in Japan, the United Nations increasingly is recognized by men of good will in every nation as the institution on which our survival depends.

Senator MORSE has often stated that he agreed with the late Senator Arthur Vandenberg, of Michigan, that the only hope of permanent peace in the world depends upon all nations of the world setting up a system of international justice through law for the settlement of any dispute that threatens the peace.

The reputation of the senior Senator from Oregon as a fighting and resourceful liberal is known around the world. His colleagues in the General Assembly this fall in New York will greet him with interest and respect.

CONTRACT AWARD TO FOOD MACHINERY & CHEMICAL CORP.

(Mr. GUBSER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GUBSER. Mr. Speaker, several days ago the gentleman from Ohio (Mr.

VANIKI charged on this floor that the bidding procedure for the procurement of the M-113 armored personnel carrier was rigged so as to insure that this award went to the Food Machinery & Chemical Corp., in San Jose. We argued this point for several hours on this floor. This morning the award was made to Food Machinery & Chemical Corp. About 15 minutes ago I called Assistant Secretary of the Army, Courtney Johnson, who authorized me to quote him as follows:

If all applicable evaluation factors had been applied against the Food Machinery & Chemical bid and none had been applied against the lowest bidder in the Cleveland Arsenal, Food Machinery's bid would still have been low.

In other words, if no charge or Government-owned facilities were assessed against a bidder using the Cleveland Arsenal, if they used the facilities absolutely free of charge, and if Food Machinery had been forced to pay these charges then they still would have had the lowest bid.

Thus Mr. VANIKI's charges and his request for an investigation by the Hébert subcommittee have been knocked into a cocked hat.

RELIEF OF CERTAIN ALIENS

Mr. WALTER. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the joint resolution (H.J. Res. 688) for the relief of certain aliens, with Senate amendments thereto, and concur in the Senate amendments.

The Clerk read the title of the joint resolution.

The Clerk read the Senate amendments, as follows:

Page 3, after line 24, insert:

"Sec. 13. For the purposes of sections 101(a) (27) (A) and 205 of the Immigration and Nationality Act, Ernest Lee (Lee Ming-Sing) shall be held and considered to be the minor natural-born alien child of Watson G. Thoms, a citizen of the United States."

Page 3, line 25, strike out "13" and insert "14".

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The Senate amendments were concurred in.

A motion to reconsider was laid on the table.

PUBLIC WORKS AUTHORIZATION BILL

Mr. DAVIS of Tennessee. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, with Senate amendments thereto, disagree to the Senate amendments, and agree to the conference asked by the Senate.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Tennessee? [After a pause.] The Chair hears none, and appoints the following

conferees: Messrs. DAVIS of Tennessee, BLATNIK, JONES of Alabama, BALDWIN, and CRAMER.

PRIVATE CALENDAR

The SPEAKER. This is Private Calendar day. The Clerk will call the first bill on the Private Calendar.

F. P. TOWER AND OTHERS

The Clerk called the bill (H.R. 1526) for the relief of F. P. Tower, Lillie B. Lewis, Manuel Branco, John Santos Carinhas, Joaquin Gomez Carinhas, and Manuel Jesus Carinhas.

There being no objection, the Clerk read the bill, as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to F. P. Tower, Port Isabel, Texas, the sum of \$3,180.10; Lillie B. Lewis, Brunswick, Georgia, the sum of \$3,691.24; Manuel Branco, Port Isabel, Texas, the sum of \$4,958.53; John Santos Carinhas, Patterson, Louisiana, the sum of \$5,168.06; and Joaquin Gomez Carinhas and Manuel Jesus Carinhas, doing business as Independent Fish Company, Brownsville, Texas, the sum of \$3,992.93. The payment of such sums shall be in full settlement of all claims against the United States for the failure of the Government of the United States to recover from the Government of the United Mexican States compensation for seizing outside the territorial waters of the United Mexican States, as recognized by the United States, five American shrimp trawlers owned by F. P. Tower, Lillie B. Lewis, Manuel Branco, John Santos Carinhas, Joaquin Gomez Carinhas, and Manuel Jesus Carinhas, detaining such trawlers, fining such owners, and confiscating the cargoes, and for loss of probable catches because of such seizure and detention: *Provided*, That no part of the amount appropriated in this Act for the payment of any one claim in excess of 10 per centum thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with such claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provision of this Act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.*

With the following committee amendments:

Page 1, line 6, strike "\$3,180.10" and insert "\$578.35".

Page 1, line 7, strike "\$3,691.24;" and insert "\$578.35; the Estate of".

Page 1, line 8, strike "\$4,958.53" and insert "\$578.35".

Page 2, line 1, strike "\$5,168.06" and insert "\$578.35".

Page 2, lines 3 and 4, strike "\$3,992.93. The payment of such sums shall be" and insert "\$578.35".

Page 2, line 7, strike "seizing" and insert "fines imposed on the individuals and the decedent named in this Act by the Government of the United Mexican States and paid by them as the owners of five American shrimp trawlers seized by Mexican authorities."

Page 2, lines 9 through 14, strike ", five American shrimp trawlers owned by F. P. Tower, Lillie B. Lewis, Manuel Branco, John Santos Carinhas, Joaquin Gomez Carinhas, and Manuel Jesus Carinhas, detaining such

trawlers, fining such owners, and confiscating the cargoes, and for loss of probable catches because of such seizure and detention."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

The title was amended so as to read: "A bill for the relief of F. P. Tower, Lillie B. Lewis, the Estate of Manuel Branco, John Santos Carinhas, Joaquin Gomez Carinhas, and Manuel Jesus Carinhas."

A motion to reconsider was laid on the table.

HEDWIG DORA

The Clerk called the bill (H.R. 6338) for the relief of Miss Hedwig Dora.

There being no objection, the Clerk read the bill, as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Alien Property Custodian be, and is hereby, authorized and directed to return all funds vested by the Office of Alien Property through order numbered 9325, July 8, 1947, belonging to Miss Hedwig Dora, who suffered grievously at the hands of the enemy while she was supporting the cause of the United States: *Provided*, That no part of the amount appropriated in this Act in excess of 10 per centum thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this Act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.*

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

TOMMY TADAYOSHI SHUTO (TADAYOSHI TAKEDA)

The Clerk called the bill (S. 2384) for the relief of Tommy Tadayoshi Shuto (Tadayoshi Takeda).

There being no objection, the Clerk read the bill, as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purposes of the Immigration and Nationality Act, Tommy Tadayoshi Shuto (Tadayoshi Takeda) shall be held and considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this Act, upon payment of the required visa fee. Upon the granting of permanent residence to such alien as provided for in this Act, the Secretary of State shall instruct the proper quota-control officer to deduct one number from the appropriate quota for the first year that such quota is available: *Provided*, That the natural father of Tommy Tadayoshi Shuto (Tadayoshi Takeda), by virtue of such parentage, shall not be accorded any right, privilege, or status under the Immigration and Nationality Act.*

With the following committee amendment:

Strike out all after the enacting clause insert the following: "That, the Attorney General is authorized and directed to cancel any outstanding orders and warrants of de-

June 29, 1960

36. FLOOD CONTROL. Conferees agreed to file a conference report on H. R. 7634, authorizing the construction, repair, and preservation of certain public works on rivers and harbors, for navigation and flood control. p. D637
37. POSTAL RATES. Rep. Porter criticized Postmaster General Summerfield for "gross and intentional misrepresentations of the postal rate and deficit picture." pp. 13953-4
38. IMPORTS. Passed as reported H. R. 11573, to provide for the duty-free importation of two electron microscopes for education or research purposes. pp. 13948-9
Passed without amendment H. R. 9240, to authorize the informal entries of merchandise where the aggregate value of the shipment does not exceed \$400. pp. 13947-8
39. LEGISLATIVE PROGRAM. The "Daily Digest" states that the legislative program for today, June 30, will include the following: Private Calendar; conference reports on defense and general Government matters appropriation bills; minimum-wage increase bill, and Sugar Act extension bill. pp. D635-6

ITEMS IN APPENDIX

40. FOREIGN AFFAIRS. Speech in the House by Rep. McDowell during debate on the proposed bill to provide participation of the United States in the International Development Association. pp. A5637-8
41. FOOD FOR PEACE. Extension of remarks of Sen. Wiley inserting an article "reflecting the splendid way in which various programs have served to fulfill not only humanitarian needs but also to make friends for the United States." pp. A5642-3
42. FARM PROGRAM. Sen. Hruska inserted an article, "Farmers Ride Gravy Train -- But Everybody Else Gets the Gravy." pp. A5645-7

BILLS INTRODUCED

43. WHEAT. H. R. 12870, by Rep. Albert, to amend the Agricultural Adjustment Act of 1938, as amended, and the Agricultural Act of 1949, as amended, with respect to market-adjustment and price-support programs for wheat; to Agriculture Committee.

BILLS APPROVED BY THE PRESIDENT

44. APPROPRIATIONS. H. R. 12117, Department of Agriculture and Farm Credit Administration appropriation bill for 1961. Approved June 29, 1960 (Public Law 86-532, 86th Congress).
H. J. Res. 765, to provide supplemental appropriations to the Department of Labor for unemployment compensation for veterans and Federal employees. Approved June 29, 1960. (Public Law 86-535, 86th Congress).
45. REPORTS. S. 899, to provide for the discontinuance of certain reports now required by law (including certain reports relating to foot-and-mouth disease, experiment stations, and extension work of this Department). Approved June 29, 1960 (Public Law 86-533, 86th Congress).

24. DEFENSE DEPARTMENT APPROPRIATION BILL, 1961. Received the conference report on this bill, H. R. 11998 (H. Rept. 2040). pp. 13891-3
25. GENERAL GOVERNMENT MATTERS APPROPRIATION BILL, 1961. Received the conference report on this bill, H. R. 11389 (H. Rept. 2039). pp. 13893-4
26. RYUKYU ISLANDS. Concurred in Senate amendments to H. R. 1157, providing for the economic and social development in the Ryukyu Islands (p. 13896). This bill will now be sent to the President.
27. FOREIGN AFFAIRS. Passed, by a vote of 249 to 158, without amendment, H. R. 11001, to provide for the participation of the U. S. in the International Development Association. pp. 13896-7
28. PERSONNEL. Passed with amendments H. R. 12383, to amend the Federal Employees Compensation Act to make the benefits more realistic in terms of present wage rates. pp. 13921-5
29. VETERANS' BENEFITS. Passed, by a vote of 395 to 1, with amendment, H. R. 7903, to extend for 2 years the veterans' guaranteed and direct loan program. pp. 13925-32
Concurred in the Senate amendment to H. R. 5040, to amend and clarify the reemployment provisions of the Universal Military Training and Service Act (p. 13938). This bill will now be sent to the President.
30. LEGISLATIVE APPROPRIATION BILL, 1961. House conferees were appointed on amendments in disagreement on this bill, H. R. 12232 (pp. 13938-9). Senate conferees have been appointed.
31. RECLAMATION. The Interior and Insular Affairs Committee voted to report (but did not actually report) S. 68, to provide for the continued delivery of water under the Federal reclamation laws to lands held by husband and wife upon the death of either. p. D636
32. TRANSPORTATION. Disagreed to Senate amendments to H. R. 11135, to aid in the development of a unified and integrated system of transportation for the National Capital Region, and conferees were appointed (p. 13940). Senate conferees have been appointed.
33. PROPERTY. The Government Operations Committee reported without amendment H. R. 1319, to amend the Surplus Property Act of 1944 so as to eliminate the requirement that property conveyed for historic-monument purposes under such section must have been acquired by the U. S. on or before Jan. 1, 1900 (H. Rept. 2032). p. 13969
34. LANDS. The Agriculture Committee reported with amendment H. R. 9732, to authorize the Secretary of Agriculture to convey certain property in Calif. to Trinity County (H. Rept. 2035). p. 13969
The Interior and Insular Affairs Committee voted to report (but did not actually report) with amendment H. R. 10102, to clarify the right of States to select certain public lands subject to any outstanding mineral lease or permit. p. D636
35. EDUCATION. The Rules Committee reported a resolution for the consideration of H. R. 10876, to amend the law relating to the support and endowment of colleges of agriculture and mechanic arts to increase the authorized appropriations for resident teaching grants to land-grant institutions. p. 13969

June 30, 1960

HOUSE

14. SUGAR. By a vote of 395 to 0, passed with amendment H. R. 12311, to amend and extend the Sugar Act. See Digest 121 for a summary of the provisions of the bill as passed. pp. 14150-71
15. GENERAL GOVERNMENT MATTERS APPROPRIATION BILL, 1961. Agreed to the conference report on this bill, H. R. 11389 (pp. 14109-10). As agreed to the bill provides \$165,000, instead of \$40,000 as recommended by the House and \$350,000 as recommended by the Senate, for the President for expenses in improving the management of Federal agencies.
16. LABOR STANDARDS. By a vote of 341 to 72, passed with amendment H. R. 12677, to amend the Fair Labor Standards Act of 1938 (pp. 14110-50). By a vote of 211 to 203, agreed to an amendment by Rep. Kitchin in the nature of a substitute for the language of the bill as reported, which includes provisions to raise the minimum wage level to \$1.15 an hour (instead of \$1.25 an hour as reported), and to amend the Act to include employees engaged in "the processing of shade-grown tobacco for use as cigar wrapper tobacco by agricultural employees employed in the growing and harvesting of such tobacco, which processing shall include, but shall not be limited to, drying, during, fermenting, bulking, rebulking, sorting, grading, aging, and baling, prior to the stemming process." (pp. 14141-9).
17. INDEPENDENT OFFICES APPROPRIATION BILL, 1961. Received the conference report on this bill, H. R. 11776 (H. Rept. 2063). pp. 14202-4
18. PERSONNEL; PAY. Received from the President his veto message on H. R. 9883, the Federal pay raise bill (H. Doc. 442). pp. 14108-9
19. DEPARTMENT OF DEFENSE APPROPRIATION BILL, 1961. By a vote of 402 to 5, agreed to the conference report on this bill, H. R. 11998, and acted on the amendments in disagreement. pp. 14098-108
20. FOREST ROADS. Conferees were appointed on H. R. 10495, the road authorization bill, including appropriation authorizations for forest highways and forest roads and trails (p. 14108). Senate conferees have already been appointed.
21. MILITARY CONSTRUCTION APPROPRIATION BILL, 1961. Received the conference report on this bill, H. R. 12231 (H. Rept. 2062). pp. 14201-2
22. FLOOD CONTROL. Received the conference report on H. R. 7634, the omnibus flood control and rivers and harbors bill (H. Rept. 2064). pp. 14204-11
23. HAWAII. Agreed to H. Con. Res. 706 authorizing corrections in the enrolled bill H. R. 11602, to amend certain laws of the U. S. in light of the admission of Hawaii into the Union. p. 14171
24. TRANSPORTATION. Received the conference report on H. R. 11135, to aid in the development of a coordinated system of transportation for the National Capital region; to create a temporary National Capital Transportation Agency; etc (H. Rept. 2061). pp. 14171-5
25. LIVESTOCK. Rep. Thomson, Wyo., urged consideration of legislation to "provide protection for producers and feeders of livestock when they show that the increased import of meat or meat products causes or threatens serious injury to their industry." p. 14177

26. RECLAMATION. The Interior and Insular Affairs Committee reported without amendment S. 68, to provide for continued delivery of water under the Federal reclamation laws to lands held by husband and wife upon the death of either (H. Rept. 2055). p. 14211
27. CONSERVATION. The Conservation and Credit Subcommittee of the Agriculture Committee voted to report to the full committee H. R. 12849, to protect farms and ranch operators making certain land use changes under the Great Plains conservation program and the soil bank program against loss of cropland acreage and acreage allotments. p. D643
28. WEEDS. The "Daily Digest" states that the Conservation and Credit Subcommittee of the Agriculture Committee "passed over without prejudice" S. 861, to provide for the control of noxious plants on land under the control or jurisdiction of the Federal Government." p. D643

ITEM IN APPENDIX

29. TEXTILE IMPORTS. Sen. Talmadge inserted an article criticizing a recent Tariff Commission decision regarding duties on textile imports which includes a statement by Sen. Thurmond that this "proves the imperative need of Congress to take action in the next session to regain control of its constitutional authority over our trade program." p. A5680

BILLS INTRODUCED

30. PERSONNEL. H. R. 12900, by Rep. Halpern, to amend the Civil Service Retirement Act to authorize the retirement of employees after 30 years of service without reduction in annuity; to Post Office and Civil Service Committee.
H. R. 12903, by Rep. Short, to adjust the rates of compensation of employees in the postal field service, to establish a temporary Commission on Federal Civilian Employees Compensation Policy; to Post Office and Civil Service Committee.
31. SCHOOL LUNCH. H. R. 12896, by Rep. Bailey, to amend the National School Lunch Act to provide for a more equitable distribution of the funds available under such act; to Education and Labor Committee.
32. MARKETING. S. 3787, by Sen. Holland, to amend the provisions of the Perishable Agricultural Commodities Act, 1930, relating to practices in the marketing of perishable agricultural commodities; to Agriculture and Forestry Committee.
33. FOREST ROADS. S. 3791, by Sen. Magnuson, to amend section 205 of title 23 of the United States Code to provide for the system of forest development roads and trails needed for the utilization and protection of lands administered by the Forest Service; to Public Works Committee. Remarks of author. p. 13991

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COMMITTEE HEARINGS ANNOUNCEMENTS:

July 1: Increased price supports for milk and butterfat, amendments to Public Law 480, protection of acreage allotments in Great Plains program, inclusion of administrative costs in crop insurance premiums, donation of dairy products for home economic courses, grading of grapes and plums for export, establishment of botanic garden in Hawaii, and miscellaneous land transfer bills, H. Agriculture (exec).

Road authorization bill, conferees (exec).

RIVERS AND HARBOR AND FLOOD CONTROL ACT

JUNE 30, 1960.—Ordered to be printed

MR. DAVIS of Tennessee, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H.R. 7634]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 24, 75, 101, 102, 103, 104, 124, 138, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 155, 156, 157, 158, 159, 160, 161, and 162.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 19, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 39, 40, 41, 43, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 65, 66, 67, 68, 69, 70, 71, 73, 74, 76, 77, 78, 79, 80, 81, 82, 83, 86, 88, 89, 90, 91, 92, 94, 95, 100, 105, 106, 109, 110, 113, 114, 115, 118, 119, 120, 121, 123, 126, 127, 129, 130, 131, 132, 133, 134, and 140.

Amendment numbered 4:

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

Rye Harbor, New Hampshire: House Document Numbered 439, Eighty-sixth Congress, at an estimated cost of \$238,000;

And the Senate agree to the same.

Amendment numbered 17:

That the House reeede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

Freshwater Bayou, Louisiana: House Document Numbered 435, Eighty-sixth Congress, at an estimated cost of \$7,485,000;

And the Senate agree to the same.

Amendment numbered 18:

That the House reeede from its disagreement to the amendment of the Senate numbered 18, and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

Calcasieu River and Pass, Louisiana: House Document Numbered 436, Eighty-sixth Congress, at an estimated cost of \$16,992,000;

And the Senate agree to the same.

Amendment numbered 20:

That the House reeede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

Texas City Channel, Texas: House Document Numbered 427, Eighty-sixth Congress, at an estimated cost of \$1,605,000;

And the Senate agree to the same.

Amendment numbered 21:

That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

Brazos Island Harbor, Texas: House Document Numbered 428, Eighty-sixth Congress, at an estimated cost of \$4,381,000;

And the Senate agree to the same.

Amendment numbered 22:

That the House reeede from its disagreement to the amendment of the Senate numbered 22, and agree to the same with an amendment as follows:

On page 5 of the Senate engrossed amendments, line 7, strike out "Report of the Chief of Engineers, dated June 1, 1960," and insert in lieu thereof *Senate Document Numbered 112, Eighty-sixth Congress;* and the Senate agree to the same.

Amendment numbered 38:

That the House reeede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment as follows:

On page 8 of the Senate engrossed amendments, lines 11 and 12, strike out "Report of the Chief of Engineers, dated May 27, 1960," and insert in lieu thereof *House Document Numbered 425, Eighty-sixth Congress;* and the Senate agree to the same.

Amendment numbered 42:

That the House recede from its disagreement to the amendment of the Senate numbered 42, and agree to the same with an amendment as follows:

On page 10 of the Senate engrossed amendments, lines 11, 12, and 13, strike out “, preferably from among the State agencies cooperating with the Department of the Army”; and the Senate agree to the same.

Amendment numbered 46:

That the House recede from its disagreement to the amendment of the Senate numbered 46, and agree to the same with an amendment as follows:

On page 15 of the Senate engrossed amendments, lines 1 and 2, strike out “heretofore or”; and the Senate agree to the same.

Amendment numbered 72:

That the House recede from its disagreement to the amendment of the Senate numbered 72, and agree to the same with an amendment as follows:

On page 23 of the Senate engrossed amendments, lines 22, 23, and 24, strike out “Board of Engineers for Rivers and Harbors in its report dated May 6, 1960,” and insert in lieu thereof *Chief of Engineers in House Document Numbered 441, Eighty-sixth Congress*; and the Senate agree to the same.

Amendment numbered 99:

That the House recede from its disagreement to the amendment of the Senate numbered 99, and agree to the same with an amendment as follows:

On page 34 of the Senate engrossed amendments, line 18, strike out “at a cost not to exceed \$6,375,000” and insert in lieu thereof *at a Federal cost not to exceed \$4,500,000*; and the Senate agree to the same.

Amendment numbered 107:

That the House recede from its disagreement to the amendment of the Senate numbered 107, and agree to the same with an amendment as follows:

On page 38 of the Senate engrossed amendments, line 5, strike out “his report dated June 13, 1960,” and insert in lieu thereof *“House Document Numbered 440, Eighty-sixth Congress*; and the Senate agree to the same.

Amendment numbered 122:

That the House recede from its disagreement to the amendment of the Senate numbered 122, and agree to the same with an amendment as follows:

On page 45 of the Senate engrossed amendments, on the next to the last line on that page, strike out “heretofore or”; and the Senate agree to the same.

Amendment numbered 125:

That the House recede from its disagreement to the amendment of the Senate numbered 125, and agree to the same with an amendment as follows:

On page 52 of the Senate engrossed amendments, line 9, strike out “209” and insert in lieu thereof 208; and the Senate agree to the same.

Amendment numbered 128:

That the House recede from its disagreement to the amendment of the Senate numbered 128, and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

Pithlachascotee River, Masaryktown, Anclote River, Lake Tarpon, Brooksville, and adjacent areas, Florida.

And the Senate agree to the same.

Amendment numbered 135:

That the House recede from its disagreement to the amendment of the Senate numbered 135, and agree to the same with an amendment as follows:

On page 53 of the Senate engrossed amendments, line 18, strike out "210." and insert in lieu thereof 209.; and the Senate agree to the same.

Amendment numbered 136:

That the House recede from its disagreement to the amendment of the Senate numbered 136, and agree to the same with an amendment as follows:

On page 54 of the Senate engrossed amendments, line 10, strike out "211." and insert in lieu thereof 210.; and the Senate agree to the same.

Amendment numbered 137:

That the House recede from its disagreement to the amendment of the Senate numbered 137, and agree to the same with amendments as follows:

On page 54 of the Senate engrossed amendments, line 20, strike out "212." and insert in lieu thereof 211.

On page 55 of the Senate engrossed amendments, line 7, strike out "Act" and insert in lieu thereof *section*

And the Senate agree to the same.

Amendment numbered 139:

That the House recede from its disagreement to the amendment of the Senate numbered 139, and agree to the same with an amendment as follows:

On page 55 of the Senate engrossed amendments, line 20, strike out "214" and insert in lieu thereof 212; and the Senate agree to the same.

Amendment numbered 152:

That the House recede from its disagreement to the amendment of the Senate numbered 152, and agree to the same with an amendment as follows:

On page 63 of the Senate engrossed amendments, line 2, strike out "IV" and insert in lieu thereof *III*; and the Senate agree to the same.

Amendment numbered 163:

That the House recede from its disagreement to the amendment of the Senate numbered 163, and agree to the same with an amendment as follows:

On page 71 of the Senate engrossed amendments, lines 11 and 12, strike out

"SEC. 411. Title IV of this Act may be cited as the 'Land Acquisition Policy Act of 1960.' "

and insert in lieu thereof

SEC. 303. Title III of this Act may be cited as the "Land Acquisition Policy Act of 1960".

And the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 15, 34, 44, 62, 63, 64, 84, 85, 87, 93, 96, 97, 98, 108, 111, 112, 116, 117, 153, and 154.

DENNIS CHAVEZ,
ROBT. S. KERR,
PAT McNAMARA,
FRANCIS CASE,
JOHN SHERMAN COOPER,
Managers on the Part of the Senate.

CLIFFORD DAVIS,
JOHN A. BLATNIK,
ROBERT E. JONES,
JOHN F. BALDWIN, Jr.
WILLIAM C. CRAMER,
Managers on the Part of the House.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon by the conferees and recommended in the accompanying conference report:

NAVIGATION PROJECTS

The following Senate amendments added to the House-passed bill the following navigation projects. In every instance these projects were reported by the Corps of Engineers, cleared through the various executive agencies, and transmitted to Congress since the House acted upon the bill last year. The detailed report on each of these projects can be found in Senate Report No. 1524 of this Congress. The House recedes with respect to each of these amendments: 1, 2, 3, 5, 6, 7, 8, 10, 11, 12, 13, 14, 16, 25, 26, 27, 28, 29, 30, 31, 32, and 33.

The navigation projects covered by these amendments are the following:

(1) Eastport Harbor, Maine: Senate Document Numbered 98, Eighty-sixth Congress, at an estimated cost of \$595,000.

(2) York Harbor, Maine: House Document Numbered 395, Eighty-sixth Congress, at an estimated cost of \$391,000.

(3) Pepperell Cove, Maine: House Document Numbered 284, Eighty-sixth Congress, at an estimated cost of \$170,000.

(5) Little Narragansett Bay and Watch Hill Cove, Rhode Island and Connecticut: House Document Numbered 396, Eighty-sixth Congress, at an estimated cost of \$98,000.

(6) Mamaroneck Harbor (East Basin), New York: House Document Numbered 209, Eighty-sixth Congress, at an estimated cost of \$105,000.

(7) Wilmington Harbor, Delaware: Senate Document Numbered 88, Eighty-sixth Congress, at an estimated cost of \$351,000.

(8) Ocracoke Inlet, North Carolina: House Document Numbered 408, Eighty-sixth Congress, at an estimated cost of \$4,623,000.

(10) Palm Beach Harbor, Lake Worth Inlet, Florida: House Document Numbered 283, Eighty-sixth Congress, at an estimated cost of \$4,980,000.

(11) Little Pass, Clearwater Bay, Florida: House Document Numbered 293, Eighty-sixth Congress, at an estimated cost of \$104,000.

(12) St. Marks River, Florida: House Document Numbered 224, Eighty-sixth Congress, at an estimated cost of \$1,711,000.

(13) Black Warrior, Warrior, and Tombigbee Rivers, Alabama, at Jackson lock and dam: House Document Numbered 50, Eighty-sixth Congress, at an estimated cost of \$120,000.

(14) Pascagoula Harbor, Mississippi: House Document Numbered 98, Eighty-sixth Congress, maintenance.

(16) Biloxi Harbor, Mississippi: House Document Numbered 271, Eighty-sixth Congress, at an estimated cost of \$326,000.

(25) Milwaukee Harbor, Wisconsin: House Document Numbered 285, Eighty-sixth Congress, at an estimated cost of \$38,000.

(26) Manistee Harbor, Michigan: House Document Numbered 358, Eighty-sixth Congress, at an estimated cost of \$1,735,000.

(27) Detroit River, Trenton Channel, Michigan: House Document Numbered 319, Eighty-sixth Congress, at an estimated cost of \$8,570,000.

(28) Fairport Harbor, Ohio: House Document Numbered 347, Eighty-sixth Congress, at an estimated cost of \$2,768,000.

(29) Rochester Harbor, New York: House Document Numbered 409, Eighty-sixth Congress, at an estimated cost of \$2,445,000.

(30) Los Angeles and Long Beach Harbors (West Basin), California: House Document Numbered 401, Eighty-sixth Congress, at an estimated cost of \$1,768,000.

(31) Monterey Harbor (Monterey Bay), California: House Document Numbered 219, Eighty-sixth Congress, at an estimated cost of \$3,989,000.

(32) Noyo River and Harbor, California: House Document Numbered 289, Eighty-sixth Congress, at an estimated cost of \$370,000.

(33) Snohomish River (Everett Harbor), Washington: House Document Numbered 348, Eighty-sixth Congress, at an estimated cost of \$3,011,000.

Amendment No. 4: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 9: This is a technical amendment only and its substance is repeated in Senate amendment No. 14. The House recedes.

Amendment No. 15: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of Pascagoula Harbor to determine whether further modification of the project is justified, and if modification is found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after submission of a report to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 17: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 18: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 19: This amendment would strike out the navigation project on the Gulf Intracoastal Waterway channel to Port Mansfield, Tex. This project is stricken because it has been authorized by separate legislation, Public Law 86-248. The House recedes.

Amendment No. 20: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 21: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 22: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 23: This amendment would authorize the Chief of Engineers to relocate the Illinois Central Railroad to the extent required by the construction of the Barkley Dam project in Kentucky so as to eliminate and prevent interference with and disturbance of municipal and private facilities in Lyon County, Ky., not otherwise affected by the construction of the project, substantially in accordance with alinement "D" shown on certain plans on file with the Chief of Engineers. The House recedes.

BEACH EROSION CONTROL

The following Senate amendments added to the House passed bill the following beach erosion projects. In every instance these projects were reported by the Corps of Engineers, cleared through the various executive agencies, and transmitted to Congress since the House acted upon the bill last year. The detailed report on each of these projects can be found in Senate Report No. 1524 of this Congress. The House recedes with respect to each of these amendments: 35, 36, 37, 39, 40, and 41.

The beach erosion projects covered by these amendments are the following:

(35) Wessagussett Beach, Weymouth, Massachusetts: House Document Numbered 334, Eighty-sixth Congress, at an estimated cost of \$132,000.

(36) Pemberton Point to Cape Cod Canal, Massachusetts: House Document Numbered 272, Eighty-sixth Congress, at an estimated cost of \$139,300.

(37) Cape Cod Canal to Provincetown, Massachusetts: House Document Numbered 404, Eighty-sixth Congress, at an estimated cost of \$178,000.

(39) New Jersey Coast from Barnegat Inlet to Cape May Canal, New Jersey: House Document Numbered 208, Eighty-sixth Congress, at an estimated cost of \$1,714,000.

(40) Presque Isle Peninsula, Erie, Pennsylvania: House Document Numbered 397, Eighty-sixth Congress, periodic nourishment.

(41) Orange County, Newport Bay to San Mateo Creek, California: House Document Numbered 398, Eighty-sixth Congress, at an estimated cost of \$256,000.

Amendment No. 34: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of Hilo Harbor, Hawaii, to determine whether a project for tidal wave protection is justified, and if found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after submission of a report to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 38: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 42: Senate amendment numbered 42 would add a new section 103 to the bill which amends the last paragraph of section 2 of the River and Harbor Act of July 13, 1930.

The purpose of section 103 is to delete from section 2 of the 1930 act the requirements that civilian members of the Board be selected

from among the State agencies cooperating with the Department of the Army and that their salaries be paid by their respective States. In lieu thereof, the proposed amendment provides that the civilian members of the Board shall be selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection. It is further provided that such civilian members shall be paid not in excess of \$100 per day for each day of attendance at Board meetings, not to exceed 30 days per annum, in addition to their traveling and other necessary expenses, which sums are to be paid by the Department of the Army.

In addition to attendance at Board meetings, members devote considerable time and effort in preparing for the meetings due to the increasing number, size, and complexity of projects being considered. Accordingly, the compensation of civilian members of the Board for attendance at Board meetings, which is provided for by this section, is considered to be just and reasonable.

In addition to the foregoing, changes in the 1930 act, this amendment also includes some desirable editorial changes.

The amendment agreed to by the committee of conference to Senate amendment No. 42, striking out the language "preferably from among the State agencies cooperating with the Department of the Army", is to make the language of the section more consistent with the basic purpose of the amendment and remove any implication of possible conflict of interest on the part of a member of the Board.

Amendment No. 43: This amendment adds a new section 104 to the bill.

The purpose of this amendment is to authorize the Secretary of the Army to donate and convey by quitclaim deed to the Ship Canal Authority of the State of Florida, all of the right, title, and interest of the United States in 6,175.21 acres of land acquired by condemnation proceedings in Putnam and Marion Counties, Fla., during the period 1930-35 to be used as right-of-way for the Atlantic-gulf ship canal project.

During the period 1930-35 the Ship Canal Authority of the State of Florida acquired 12,980 acres of land in its own name and at its own expense for conveyance to the United States for use in connection with the proposed Atlantic-gulf ship canal, authorized by the Emergency Relief Appropriation Act of 1935. The authorization required local interests to provide land required for the project purposes. However, the ship canal authority did not have the power of eminent domain and requested the United States to institute condemnation proceedings for the acquisition of those lands required for the project but which could not be acquired by direct purchase. In the condemnation proceedings the United States acquired title to 6,175.21 acres of land at a cost of \$71,700 which was paid by the ship canal authority.

Construction on the Atlantic-gulf ship canal project consisted of incompletd abutments, piers for a bridge, and canal excavations, performed by the United States as an emergency relief project at an aggregate cost of \$4,535,867. The canal project was modified and redesignated the cross Florida barge canal by the act of July 23, 1942. No funds have been appropriated for construction of the project since its authorization.

While not required for project purposes, a large portion of the land acquired by the United States has been leased for agricultural and grazing purposes. Seventy-five percent of the funds received from such leasing is returned to the State of Florida for public purposes in the counties in which the land is situated. Several easements for road rights-of-way and right-of-way for an electric transmission line have been granted by the Department of the Army, during the time title to the land has been held by the United States. Some timber has also been sold from the land.

The Federal and State lands are interspersed. The cost of the management of the lands and other resources could be reduced if title were centralized in either the State or Federal Government. Since the ship canal project is now inactive, and the barge canal project would result in requiring a different area of land than that which would be required for the ship canal, transfer of the ship canal authority lands to the United States at this time is not justified. Further, the Florida Ship Canal Authority desires to sell those lands that will not be required for the modified barge canal project, and to use the funds to acquire new lands that will be required for the barge canal project.

The committee of conference believes this procedure advisable, and believes the language of section 104 adequately protects the interests of the Federal Government, and also gives the ship canal authority sufficient latitude to sell lands not required for the modified project. These required lands will remain readily available for reconveyance to the United States when needed, and construction heretofore performed will be maintained and preserved. The House recedes.

Amendment No. 44: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of the Middle Decatur Bend of the Missouri River, to determine whether modification of the Missouri River project is justified, and if modification is found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after its submission to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 45: This amendment adds a new section 106 to the bill.

The Hildebrand lock and dam on the Monongahela River above Morgantown, W. Va., is nearing completion. During construction of this project, the contractor improved an existing road to the vicinity of the damsite for access purposes and for delivery of material and supplies. Further improvement of the road is necessary to permit its use as a permanent access road to the completed project. An agreement has been reached between the Corps of Engineers and the West Virginia State Highway Department on this matter. It is believed that this amendment is necessary to permit the Corps of Engineers to make the necessary improvements to this road as a project feature of the Hildebrand lock and dam, and its use as a permanent access road to the project. The House recedes.

Amendment No. 46: This amendment adds a new section 107 to the bill.

Section 107 would authorize the Secretary of the Army to allot from river and harbor appropriations not to exceed \$2 million for any one

fiscal year for construction of small river and harbor improvement projects not authorized by Congress, which will result in substantial benefit to navigation, when in the opinion of the Chief of Engineers such work is advisable. The section provides that not more than \$200,000 shall be allotted at any single locality for each fiscal year, that certain local cooperation provisions shall apply, and that the projects shall not commit the United States to any additional improvement, other than routine maintenance. The provisions would apply to low water access navigation channels from the existing channel of the Mississippi River to established harbor areas located along that stream.

The Corps of Engineers now has authority for construction of small flood control projects, with a limit on costs of \$400,000, without specific congressional authorization. It should have similar authority with respect to small navigation projects. Section 107 would provide the necessary authority to dredge and maintain a navigation channel from the channel in the Mississippi River to harbor areas heretofore or now established.

The new section includes the following criteria to insure that economic projects are selected, and to protect the Federal investment.

- (1) The projects will be approved by the Chief of Engineers;
- (2) Economic justification is required as for flood control projects;
- (3) The allotment shall complete the Federal part of the project;
- (4) Local interests are required to furnish lands, and in the discretion of the Chief of Engineers may be required to hold and save the United States free from damages, and provide additional requirements of local cooperation deemed necessary by the Chief of Engineers;
- (5) The Chief of Engineers is authorized in his discretion to require non-Federal cost sharing because of the recreational or otherwise local nature of benefits;
- (6) Projects constructed under this authority are to be considered as authorized projects for purposes of maintenance.

The conference committee amendment strikes out the words "heretofore or" for the purpose of insuring that only future appropriations will be available for the purposes of this section. The House recedes.

Amendment No. 47: This amendment added a new section 108 to the bill the purpose of which is to authorize the Secretary of the Army to convey surplus lands at water resource development projects to a State, political subdivision thereof, port district, port authority, or other body created by a State or through a compact created between two or more States, at the fair market value as determined by the Secretary, whenever he determines that the development of public port or industrial facilities will be in the public interest, will not interfere with the operation and maintenance of the project, and that the disposition of the property for these purposes will serve the objectives and purposes of the project within which the land is located. Where more than one applicant seeks the same land, the Secretary will give preference to the body whose intended use of the land would in his opinion best promote the purposes for which the project was authorized. Terms, conditions, reservations, and restrictions deemed necessary for development, maintenance, or operation of the project would be included in the deed of conveyance. Public notice would

be given prior to conveyance of any land, and proceeds would be covered into the Treasury as miscellaneous receipts.

The Flood Control Act of 1944 authorizes the Chief of Engineers to construct, maintain, and operate public parks and recreational facilities in the Corps of Engineers reservoir areas, and to grant leases and licenses for park and recreational purposes, with preference to Federal, State, or local governmental agencies, which may also be granted use of property, without monetary consideration, for any public purpose whenever the Secretary of the Army determines it to be in the public interest. The Secretary may grant leases for non-excess property, and easements for rights-of-way across reservoir land, upon receipt of adequate consideration, when considered to be in the public interest. Public agencies frequently experience difficulty in selling bonds for construction of port or other facilities on leased property, as bondholders require that such agencies possess title in fee to the land on which their installations are to be located.

It has been the policy of the Corps of Engineers to review the requirements of the water resource development projects, and to make available any parts that can either be disposed of as no longer required, or leased when not required for the time being. Recognizing the benefits to be derived from public facilities at reservoir projects, their development by interested States and local agencies had been encouraged under leases granted pursuant to existing authority.

When land is no longer required for any departmental use it is reported to the General Services Administration for disposal or reassignment in accordance with the Federal Property and Administrative Services Act. Although that act authorizes the negotiated disposal of real property in specified circumstances, including sales to States and their political subdivisions, there is no authority to grant an absolute priority for the sale of real property to States and local agencies for port and industrial development. Section 108 would provide the Secretary of the Army with authority for that specific purpose. The House recedes.

Amendment No. 48: This amendment is of a technical nature. The House recedes.

NAVIGATION SURVEYS

The following Senate amendments added to the House passed bill directed navigation surveys to be made at the following localities. The House recedes with respect to each of these amendments: 49, 50, 51, 52, 53, 54, 55, 56, and 57.

These amendments cover the following navigation surveys:

(49) Prospect Harbor, Maine.

(50) Channel across Santa Rosa Peninsula and Santa Rosa Island, Florida, to connect East Bay with Santa Rosa Sound and Little Sabine Bay with the Gulf of Mexico.

(51) Channel from vicinity of Avalon, Florida, to the waters of Escambia Bay

(52) Little Bay De Noc, Michigan.

(53) Ship Canal between Tacoma and Seattle, Washington.

(54) Point Roberts, Washington.

(55) Deep-water harbor in the Maalaea Bay Area, Island of Maui, Hawaii.

(56) Deep-water harbor at Kahaluu, Island of Oahu, Hawaii.

(57) Coastal waters, State of Hawaii, investigation of sites for possible use as anchorage areas for handling of explosives; areas of investigation to be designated by such State's Governor's Advisory Committee on Explosives.

Amendment No. 58: This amendment added a new section 110 to the bill. It abandons the project for a navigation channel in the St. Jones River, Del., upstream from Lebanon, Del., and declares that river upstream from Lebanon, Del., not to be a navigable water of the United States within the meaning of the Constitution and laws of the United States. The House recedes.

Amendment No. 59: This is a technical renumbering amendment. The House recedes.

Amendment No. 60: This amendment is a technical amendment made necessary by the passage of time. The House recedes.

FLOOD CONTROL

The following Senate amendments added to the House passed bill the following flood control projects. In every instance these projects were reported by the Corps of Engineers, cleared through the various executive agencies, and transmitted to Congress since the House acted upon the bill last year. The detailed report on each of these projects can be found in Senate Report No. 1524 of this Congress. The House recedes with respect to each of these amendments: 61, 65, 66, 67, 73, 74, 77, 78, 79, 80, 81, 82, 83, 89, 90, 91, 92, 95, 100, 105, 106, 109, 114, and 115.

The flood control projects covered by these amendments are the following:

(61) CONNECTICUT RIVER BASIN

(65) PAWCATUCK, CONNECTICUT

The project for hurricane-flood protection at Pawcatuck, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 212, Eighty-sixth Congress, at an estimated Federal cost of \$409,000.

(66) HOUSATONIC RIVER BASIN

The project for flood control dams and reservoirs on the Naugatuck River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 372, Eighty-six Congress, at an estimated cost of \$10,230,000.

(67) STAMFORD, CONNECTICUT

The project for hurricane-flood protection at Stamford, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 210, Eighty-sixth Congress, at an estimated Federal cost of \$3,030,000 for construction, and at an estimated Federal cost of maintenance and operation of \$31,000 annually.

(73)

LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items of work and the authorization for said project is increased accordingly:

(74) (a) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000 to provide for the continued prosecution of the channel improvement feature of the project.

(77) The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is hereby modified to include the following projects:

(78)(a) The project for flood protection on Big Fossil Creek in the Richland Hills area, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 407, Eighty-sixth Congress, at an estimated cost of \$1,861,400.

(79)(b) Modification and extension of the Fort Worth Floodway on the West Fork of the Trinity River and tributaries, at Fort Worth, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 402, Eighty-sixth Congress, at an estimated cost of \$2,241,000.

(80)

BRAZOS RIVER BASIN, TEXAS

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$21,000,000, for the prosecution of the comprehensive plan for the Brazos River Basin authorized by the Flood Control Act of September 3, 1954.

(81)

RED-OUACHITA RIVER BASIN

The general plan for flood control and other purposes on Red River, Texas, Oklahoma, Arkansas, and Louisiana, below Denison Dam, Texas and Oklahoma, as authorized by the Flood Control Act of 1946, and amended and supplemented by subsequent Acts of Congress, is hereby further modified to provide for additional improvements for flood control, drainage, and other purposes, substantially in accordance with the recommendations of the Chief of Engineers as follows:

(82) (a) McKinney Bayou, Arkansas and Texas: House Document Numbered 220, Eighty-sixth Congress, at an estimated cost of \$346,400.

(83) (b) Maniece Bayou, Arkansas: House Document Numbered 288, Eighty-sixth Congress, at an estimated cost of \$668,400.

(89)

RIO GRANDE BASIN

The project for improvement of the Rio Grande Basin is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 94, Eighty-sixth Congress, at an estimated cost of \$58,300,000.

The approval granted above shall be subject to the following conditions and limitations:

Cochiti Reservoir, Galisteo Reservoir, and all other reservoirs constructed by the Corps of Engineers as a part of the Middle Rio Grande project will be operated solely for flood control and sediment control as described below:

(a) the outflow from Cochiti Reservoir during each spring flood and thereafter will be at the maximum rate of flow that can be carried at the time in the channel of Rio Grande through the middle valley without causing flooding of areas protected by levees or unreasonable damage to channel protective works: *Provided*, That whenever during the months of July, August, September, and October, there is more than two hundred twelve thousand acre-feet of storage available for regulation of summer floods and the inflow to Cochiti Reservoir (exclusive of that portion of the inflow derived from upstream flood-control storage) is less than one thousand five hundred cubic feet per second, no water will be withdrawn from storage in Cochiti Reservoir and the inflow derived from upstream flood-control storage will be retained in Cochiti Reservoir.

(b) Releases of water from Galisteo Reservoir and Jemez Canyon Reservoir during the months of July, August, September, and October, will be limited to the amounts necessary to provide adequate capacity for control of subsequent summer floods; and such releases when made in these months, or thereafter, will be at the maximum rate practicable under the conditions at the time.

(c) Subject to the foregoing, the storage of water in and the release of water from all reservoirs constructed by the Corps of Engineers as part of the Middle Rio Grande project will be done as the interests of flood and sediment control may dictate: *Provided*, That the Corps of Engineers will endeavor to avoid encroachment on the upper two hundred and twelve thousand acre-feet of capacity in Cochiti Reservoir, and all reservoirs will be evacuated completely on or before March 31 of each year: *And provided further*, That when estimates of anticipated streamflow made by appropriate agencies of the Federal Government indicate that the operation of reservoirs constructed as a part of the Middle Rio Grande project may affect the benefits accruing to New Mexico or Colorado, under the provisions of the eighth unnumbered paragraph of article VI of the Rio Grande compact, releases from such reservoirs shall be regulated to produce a flow of ten thousand cubic feet per second at Albuquerque, or such greater or lesser rate as may be determined by the Chief of Engineers at the time to be the maximum safe flow, whenever such operation shall be requested by the Rio Grande compact commissioner for New Mexico or the commissioner for Colorado, or both, in writing prior to commencement of such operation.

(d) All reservoirs of the Middle Rio Grande project will be operated at all times in the manner described above in conformity with the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande Compact Commission: *Provided*, That whenever the Corps of Engineers determines that an emergency exists affecting the safety of major structures or endangering life and shall so advise the Rio

Grande Compact Commission in writing these rules of operation may be suspended during the period of and to the extent required by such emergency.

(e) The foregoing regulations shall not apply to storage capacity which may be allocated to permanent pools for recreation and fish and wildlife propagation: *Provided*, That the water required to fill and maintain such pools is obtained from sources entirely outside the drainage basin of the Rio Grande.

(90)

UPPER MISSISSIPPI RIVER BASIN

(91) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$12,000,000 for the prosecution of the comprehensive plan for the Upper Mississippi River Basin, approved in the Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress.

(92) The flood protection project on Redwood River at Marshall, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 417, Eighty-sixth Congress, at an estimated cost of \$2,252,000.

(95) The report of the Chief of Engineers on Wilson Dam and Reservoir, Saline River, Kansas, submitted in compliance with Public Law 505, Eighty-fourth Congress, published as Senate Document Numbered 96, Eighty-sixth Congress, is hereby approved, and construction of the project as a unit of the comprehensive plan of improvement for the Missouri River Basin authorized by the Flood Control Act approved December 22, 1944, is hereby authorized at an estimated cost of \$18,081,000.

(100) The project for flood protection on Cheyenne River and tributaries, South Dakota and Wyoming, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 280, Eighty-sixth Congress, at an estimated cost of \$272,000.

(105) The project for flood protection on Lynn Camp Creek at Corbin, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in the House Document Numbered 282, Eighty-sixth Congress, at an estimated cost of \$645,000.

(106) The project for flood control and allied purposes on Laurel River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 413, Eighty-sixth Congress, at an estimated cost of \$21,900,000: *Provided*, That construction of the project shall not be commenced until the agency designated to market the power has entered into an agreement which would insure that the power would be sold at rates sufficient to repay with interest within 50 years all costs allocated to power.

(109) The project for flood protection on the West Branch of the Mahoning River, Ohio, authorized in Public Law 85-500, in accordance with the recommendations of the Chief of Engineers in House Document 191, Eighty-fifth Congress, is hereby modified to provide that the entire local share of cost for water for pollution abatement and for municipal and industrial water supply purposes is \$5,200,000, of

which \$3,230,000 will be paid in cash during construction, and the unpaid balance at the time the project is placed in useful operation, \$1,970,000, may be paid in cash at that time or repaid on an annual basis in accordance with the principles of title III of said Public Law 85-500.

(114)

SACRAMENTO RIVER BASIN

The project for flood protection on the Sacramento River, California, authorized by the Flood Control Act approved March 1, 1917, as amended and modified by subsequent Acts of Congress, is further modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 103, Eighty-sixth Congress, and there is hereby authorized to be appropriated the sum of \$14,240,000 for the prosecution of the initial phase of bank erosion control works and setback levees on the Sacramento River.

(115)

LAS VEGAS WASH, NEVADA

The project for flood protection on Las Vegas Wash and tributaries, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 405, Eighty-sixth Congress, at an estimated cost of \$13,410,000.

Amendment No. 62: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Chicopee River, Mass., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 63: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Westfield River, Mass., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 64: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Farmington River, Conn. and Mass., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 68: This amendment increases the authorization from \$1,000,000 to \$23,000,000 for the central and southern Florida comprehensive plan for flood control. The House recedes.

Amendments Nos. 69 and 70: These amendments modify the central and southern Florida comprehensive plan for flood control to include a project for canals, levees, and water control in the Nicodemus Slough area, Glades County, Fla., substantially in accordance with the recommendations of the Chief of Engineers in Senate Document No. 53, 86th Congress, at an estimated cost of \$318,000. The House recedes.

Amendment No. 71: This amendment provides that the levees around Lake Okeechobee, Fla., shall be known and designated as the Herbert Hoover Dike. The House recedes.

Amendment No. 72: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 76: This amendment struck from the House bill the Bardwell Reservoir on Waxahachie Creek in connection with the plan of the improvement of the Trinity River, Tex. This project was stricken because it has already been authorized. The House recedes.

Amendment No. 84: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the East Point, La., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 85: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of emergency bank protection at Garland City, Ark., to determine whether the project is justified, and if found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after its submission to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 86: This amendment increases from \$32,000,000 to \$50,000,000 the authorization contained in this bill for the plan of development for the White River Basin. The House recedes.

Amendment No. 87: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Ark., substantially in accordance with plan I as contained in House Document No. 225, 86th Congress, with a requirement for a restudy to be made by the Chief of Engineers of plan III with a report to Congress of his findings as a result of that restudy. This authorizes the project but it is not contemplated that construction proceed until after the report of the resurvey of plan III is submitted and Congress has had an opportunity to act thereon.

Amendment No. 88: This amendment increases from \$95,000,000 to \$179,000,000 the authorization contained in this bill for the plan of development for the Arkansas River Basin. The House recedes.

Amendment No. 93: Reported in disagreement. The managers on the part of the House intend to offer a motion to provide for the construction of a highway bridge across the Coralville Reservoir at or near the Mehaffy site. The principal difference between the amendment proposed to be offered and Senate amendment No. 93 are as follows: (1) the site is to be mutually satisfactory to the Army, the chief engineer of the Iowa State Highway Commission and the Board of Supervisors of Johnson County, Iowa, (2) the chief engineer of the Iowa State Highway Commission is also required to approve the plans for the bridge, and (3) before the awarding of any contracts for construction local interests are required to contribute for the cost

of construction such amounts as the Secretary of the Army determines to be equitable, the United States to pay all other costs.

Amendment No. 94: This amendment increases from \$132,000,000 to \$207,000,000 the authorization contained in this bill for the prosecution of the comprehensive plan for the Missouri River Basin. The House recedes.

Amendment No. 96: This amendment authorizes the modification of a project for flood protection in the Gering and Mitchell Valleys in Nebraska to provide needed protection in Gering Valley. It further provides that construction was not to be initiated until the feasibility of the report had been submitted for approval of the Public Works Committees of Congress.

The amendment of the conferees would provide that construction would not be initiated until the feasibility report had been approved by the President and not less than 60 days continuous session of Congress had expired without the Congress disapproving such report.

Amendment No. 97: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of the flood control project at Sioux Falls, S. Dak., to determine whether modification of the project is justified, and if modification is found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after its submission to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 98: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Vermillion River, S. Dak., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 99: The purpose of this amendment is to insure that the Federal cost of the highway bridge authorized by this section will not exceed \$4,500,000.

Amendment No. 107: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 108: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Loyalhanna Creek, Pa., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 110: This is a technical numbering amendment. The House recedes.

Amendment No. 111: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Gila and Salt Rivers, Ariz., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 112: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the project for flood protection on Tahchevah Creek at an estimated cost of \$1,105,000 with a requirement that non-Federal interests shall bear 50 percent of the cost of the project.

Amendment No. 113: This amendment increases from \$30,000,000 to \$32,000,000 the authorization contained in the bill for the comprehensive plan approved in the act of August 18, 1941, as amended and supplemented, relating to the Los Angeles River Basin. The House recedes.

Amendment No. 116: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Gleason Creek, Nev., as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 117: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Jordan River Basin, Salt Lake City streams, Utah, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 118: This amendment increases from \$90,000,000 to \$148,000,000 the authorization contained in this bill for the projects and plans for the Columbia River Basin. The House recedes.

Amendment No. 119: This amendment modifies the projects and plans for the Columbia River Basin to include the project for construction of the Foster Reservoir on the South Santiam River, Willamette River Basin, Oreg., substantially in accordance with the recommendations of the Chief of Engineers in Senate Document No. 104, 86th Congress, at an estimated cost of \$17,340,000. The House recedes.

Amendment No. 120: This amendment added a new section 204 to the bill.

This new section 204 would authorize Federal participation, to the extent of flood-control benefits only, in the proposed multiple-purpose Merced River development, including the Bagby, New Exchequer, and Snelling Dams and Reservoirs to be constructed on the Merced River by the Merced Irrigation District of California. This degree of participation is similar to authorizations previously granted for the Oroville and Cherry Valley Reservoirs, also in California. There are adequate safeguards in the proposed amendments to protect the interest of the United States. These principal safeguards are as follows:

(a) The actual amount of Federal contribution shall be determined by the Secretary of the Army in cooperation with the Merced Irrigation District, and shall be subject to a finding by the Secretary of the Army, approved by the President, of economic justification for the flood-control allocation.

(b) Prior to the Federal contribution an agreement must be reached between the Federal Government and the Merced Irrigation District, assuring that the reservoir will be operated so as to produce the flood-control benefits upon which the allocation is predicated.

(c) Operation of the dam for flood control shall be in accordance with rules prescribed by the Secretary of the Army in accordance with existing law, which is similar to other dams not under the jurisdiction of the Corps of Engineers but having flood-control benefits, for which operating rules are prescribed.

(d) The rate of contribution on an annual basis during the construction period shall not exceed an amount which reflects the relative value of the flood-control portion in comparison to the total cost.

(e) The authority is limited to 4 years, and if construction is not undertaken within that period, the authority shall expire. The House recedes.

Amendment No. 121: This amendment added a new section 205 to the bill.

This section would authorize Federal participation to the extent justified by flood-control benefits only, in the proposed multiple-purpose dam and reservoir, or dams and reservoirs, to be constructed on the Mokelumne River by the East Bay Municipal Utility District of Oakland, Calif. This degree of participation is similar to that authorized by section 104, and in previous authorizations granted for the Oroville and Cherry Valley Reservoirs, also in California. There are the same safeguards for the protection of the interests of the United States in this project as was included for the Merced River development included in section 104, and for previous similar authorizations. In addition, provisions have been made to include adequate provision for mitigation of damages to fish and wildlife, consistent with the other purposes of the project. The House recedes.

Amendment No. 122: This amendment added a new section 206 to the bill.

The purpose of section 206 is to authorize the Secretary of the Army, through the Chief of Engineers, to compile and disseminate information on floods and flood damages, including identification of areas subject to inundation by floods of various magnitudes and frequencies. Authority would also be given to provide advice to local interests for their use in planning to ameliorate flood hazards. Section 206 would authorize the allotment from flood control appropriations of sums not to exceed \$1 million in any one fiscal year for compilation and dissemination of such information.

This legislation would meet a growing need at the local level for information about flood problems, damages, and hazards, and measures for their amelioration. Data and engineering advice would be made available for specific localities only upon the request of a State or responsible local governmental agency and upon the approval of the Chief of Engineers, Department of the Army. Information and assistance of this kind would provide a basis at the local level for the planning of flood control projects, for the regulation of flood plain use in many rapidly growing communities, for city planning (especially in the planning of urban renewal projects), for the development of flood insurance programs, and for other purposes. Such a program could yield large returns in the form of reductions in future flood losses and should reduce future demands for Federal expenditures for flood-control works.

The conference committee amendment strikes out the words "heretofore or" for the purpose of insuring that only future appropria-

tions will be available for the purposes of this section. The House recedes.

Amendment No. 123: This amendment added a new section 207 to the bill.

This section authorizes the Chief of Engineers to utilize existing public roads as a means of providing access during construction to authorized water resource development projects, if he determines it to be in the public interest and would result in a saving in Federal cost over the cost of constructing a new road at Federal expense. The Chief of Engineers would be authorized to improve, reconstruct, and maintain such roads, or contract with the local authority having jurisdiction over the roads to accomplish the necessary work, and he may acquire necessary lands or easements if deemed advisable. Upon completion of the project, if considered necessary, the road will be restored to as good condition as it was before using for access purposes, after which the responsibility of the Chief of Engineers for improvement, reconstruction, and maintenance would cease.

This section also clarifies the responsibility of the Chief of Engineers with respect to replacement of existing public roads necessitated by construction of water resource development projects, as to service to be provided and design standards. The design standards for the substitute road will be based on the traffic existing at time of taking, in determination of the classification of the substitute road. The House recedes.

Amendment No. 125: This is a technical renumbering amendment. The House recedes.

FLOOD CONTROL SURVEYS

The following Senate amendments added to the House passed bill directed flood control surveys to be made at the following localities. The House recedes with respect to each of these amendments: 126, 127, 129, 130, 131, 132, 133, and 134.

These amendments cover the following flood control surveys:

(126) Ogunquit, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Old Orchard, Cape Elizabeth, Portland, and Phippsburg, and adjacent coastal areas, Maine.

(127) Patuxent River, Maryland.

(129) Indian River and other streams draining into Indian Lake and Lake Michigan in the vicinity of Manistique, Michigan.

(130) Atherton Creek, San Mateo County, California.

(131) Wildcat and San Pablo Creeks, Contra Costa County, California.

(132) Streams in Marin County, California, flowing into Richardson Bay, an arm of San Francisco Bay, including Coyote Creek and Arroyo Corte Madera del Presidio Creek.

(133) Island of Hawaii, State of Hawaii, construction of dikes, barriers, or walls, to protect lives and property from lava flows resulting from volcanic eruption.

(134) Kahoma Stream, Island of Maui, Hawaii.

Amendment No. 128: Senate amendment No. 128 provided for a flood control survey at the Pithlachascotee River and certain other specified areas in Florida. The conference substitute was designed to correct a typographical error contained in the Senate amendment.

Amendment No. 135: This amendment added a new section 209 to the bill authorizing the Chief of Engineers to investigate and study in cooperation with Texas State agencies with a view to devising effective means of recharging and replenishing the Edwards Underground Reservoir as part of the plans for flood control and water conservation in the Nueces, San Antonio and Guadalupe River Basins of Texas. It requires a contribution on the part of the State to the extent that the Secretary deems appropriate and requires a joint report signed by representatives of Texas and the Chief of Engineers. The House recedes.

Amendment No. 136: This amendment added a new section 210 to the bill. It provides, in addition to previous authorizations, an authorization of \$60,000,000 for continuing the works in the Missouri River Basin. The House recedes.

Amendment No. 137: This amendment added a new section 211 to the bill. This section authorizes the Secretary of the Army to pay to any bona fide lessee or permittee owning improvements which are or were situated on a railroad right-of-way the fair market value of any such improvements which have been or will be rendered inoperative or be otherwise adversely affected by the construction of the Tuttle Creek Reservoir project on the Blue River, Kans., as determined by the Secretary or by the U.S. District Court for the District of Kansas on which jurisdiction is conferred for purposes of making this determination. The Secretary of the Army is authorized to provide necessary funds for this purpose from any moneys appropriated for the construction of the Tuttle Creek Reservoir project. The House recedes.

Amendment No. 139: This amendment is a technical renumbering amendment. The House recedes.

Amendment No. 140: This is an amendment redating the bill made necessary by the passage of time. The House recedes.

Amendment No. 152: This is an amendment to renumber title IV of the Senate amendment as title III, made necessary in view of the fact that the Senate receded on all of title III as proposed to be added by their amendments.

Amendment No. 153: Reported in disagreement. The managers on the part of the House intend to offer a motion to establish as a declaration of policy that owners and tenants of property acquired for public works projects be paid a just and reasonable consideration therefor and to authorize the Secretary of the Army in negotiating for the purchase of such property to pay a purchase price which will take into consideration that policy.

Amendment No. 154: Reported in disagreement. The managers on the part of the House intend to offer a motion to require that certain information be disseminated to owners and occupants of property to be acquired for public works projects by the United States in order that they be fully informed as to their rights.

Amendment No. 163: This is a technical renumbering amendment.

CLIFFORD DAVIS,
JOHN A. BLATNIK,
ROBERT E. JONES,
JOHN F. BALDWIN, Jr.,
WILLIAM C. CRAMER,

Managers on the Part of the House.

to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$13,150,000"; and the Senate agree to the same.

Amendment numbered 53: That the House recede from its disagreement to the amendment of the Senate numbered 53, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$20,000,000"; and the Senate agree to the same.

Amendment numbered 55: That the House recede from its disagreement to the amendment of the Senate numbered 55, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$20,138,500"; and the Senate agree to the same.

Amendment numbered 56: That the House recede from its disagreement to the amendment of the Senate numbered 56, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$5,375,000"; and the Senate agree to the same.

Amendment numbered 59: That the House recede from its disagreement to the amendment of the Senate numbered 59, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$621,453,000"; and the Senate agree to the same.

Amendment numbered 61: That the House recede from its disagreement to the amendment of the Senate numbered 61, and agree to the same with an amendment, as follows: In lieu of the sum named in said amendment insert "\$10,000"; and the Senate agree to the same.

Amendment numbered 63: That the House recede from its disagreement to the amendment of the Senate numbered 63, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$175,800,000"; and the Senate agree to the same.

Amendment numbered 64: That the House recede from its disagreement to the amendment of the Senate numbered 64, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$8,912,500"; and the Senate agree to the same.

Amendment numbered 65: That the House recede from its disagreement to the amendment of the Senate numbered 65, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$31,528,400"; and the Senate agree to the same.

Amendment numbered 66: That the House recede from its disagreement to the amendment of the Senate numbered 66, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$34,500,000"; and the Senate agree to the same.

Amendment numbered 67: That the House recede from its disagreement to the amendment of the Senate numbered 67, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$21,500,000"; and the Senate agree to the same.

Amendment numbered 71: That the House recede from its disagreement to the amendment of the Senate numbered 71, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$1,330,000"; and the Senate agree to the same.

Amendment numbered 72: That the House recede from its disagreement to the amendment of the Senate numbered 72, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$503,500"; and the Senate agree to the same.

Amendment numbered 73: That the House recede from its disagreement to the amend-

ment of the Senate numbered 73, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$8,550,000"; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 1, 12, 18, 23, 44, 47, and 52.

ALBERT THOMAS,
SIDNEY R. YATES,
CLARENCE CANNON,
HAROLD C. OSTERTAG,
JOHN TABER,

Managers on the Part of the House.

WARREN G. MAGNUSON,
LISTER HILL,
ALLEN J. ELLENDER,
A. WILLIS ROBERTSON,
SPESSARD L. HOLLAND,
CLINTON P. ANDERSON,
GORDON ALLOTT,
LEVERETT SALTONSTALL,
MILTON R. YOUNG,

Managers on the Part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 11776) making appropriations for sundry independent executive bureaus, boards, commissions, corporations, agencies, and offices, for the fiscal year ending June 30, 1961, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

TITLE I

Executive Office of the President

Office of Civil and Defense Mobilization

Amendment No. 1: Reported in disagreement.

Amendment No. 2: Appropriates \$24,700,000 for salaries and expenses as proposed by the House instead of \$25,200,000 as proposed by the Senate.

Amendment No. 3: Deletes limitation language relating to the Interdepartmental Radio Advisory Committee as proposed by the Senate.

Amendment No. 4: Provides for the employment of 2 consultants instead of one as proposed by the House and four as proposed by the Senate.

Amendment Nos. 5 and 6: Appropriates \$16,000,000 for the Federal contribution program instead of \$10,000,000 as proposed by the House and \$22,000,000 as proposed by the Senate; and provide that \$6,000,000 shall not become available until January 1, 1961, for matching grants for personnel and administrative expenses of State and local civil defense organizations as authorized by section 205 of Public Law 85-606, instead of prohibiting funds for such purpose as proposed by the House and providing \$12,000,000 as proposed by the Senate.

Amendment No. 7: Deletes language proposed by the Senate relating to ratification of certain past expenditures under this appropriation head.

Amendment No. 8: Appropriates \$9,175,000 for emergency supplies and equipment instead of \$6,950,000 as proposed by the House and \$11,400,000 as proposed by the Senate.

Independent offices

Civil Aeronautics Board

Amendment No. 9: Appropriates \$7,392,500 for salaries and expenses instead of \$7,285,000 as proposed by the House and \$7,500,000 as proposed by the Senate.

Amendment No. 10: Appropriates \$65,000,000 for payments to air carriers instead of \$60,000,000 as proposed by the House and \$68,984,000 as proposed by the Senate. The conferees agree with the statement contained

in the Senate report relating to the need to reverse the trend of increased subsidy payments to air carriers. The Board should examine carefully and critically some of the administrative costs and allowances that make up expenses of the carriers. The amount of profit allowed the carriers by the Board is apparently being increased above the present 8 percent level. Careful consideration should be given to the granting of any increase, as other Government agencies allow only a 6 percent rate of return.

Civil Service Commission

Amendment No. 11: Appropriates \$19,405,000 for salaries and expenses instead of \$19,230,000 as proposed by the House and \$19,530,000 as proposed by the Senate.

Amendment No. 12: Reported in disagreement.

Federal Aviation Agency

Amendment No. 13: Appropriates \$373,064,000 for operating expenses instead of \$365,245,000 as proposed by the House and \$380,883,000 as proposed by the Senate.

Amendment No. 13½: Authorizes the purchase of six aircraft instead of five as proposed by the House and seven as proposed by the Senate.

Amendment No. 14: Appropriates \$163,250,000 for the establishment of air navigation facilities instead of \$152,500,000 as proposed by the House and \$174,000,000 as proposed by the Senate.

Federal Communications Commission

Amendment No. 15: Inserts travel limitation as proposed by the Senate and authorizes \$165,000 instead of \$172,000 as proposed by the Senate.

Amendment No. 16: Appropriates \$13,085,000 for salaries and expenses instead of \$12,935,000 as proposed by the House and \$13,135,000 as proposed by the Senate.

Federal Power Commission

Amendment No. 17: Appropriates \$7,663,500 for salaries and expenses instead of \$7,532,000 as proposed by the House and \$7,795,000 as proposed by the Senate.

Amendment No. 18: Reported in disagreement.

Federal Trade Commission

Amendment No. 19: Appropriates \$7,507,500 for salaries and expenses instead of \$7,415,000 as proposed by the House and \$7,600,000 as proposed by the Senate. Special attention should be given to textile-labeling activities until the program gets organized.

General Services Administration

Amendment No. 20: Appropriates \$165,075,000 for operating expenses of the Public Buildings Service instead of \$160,850,000 as proposed by the House and \$169,300,000 as proposed by the Senate.

Amendment No. 21: Inserts technical language as proposed by the Senate.

Amendment No. 22: Appropriates \$165,441,000 for construction of public buildings projects instead of \$144,836,000 as proposed by the House and \$171,980,000 as proposed by the Senate.

Amendment No. 23: Reported in disagreement.

Amendment No. 24: Authorizes \$633,250 for the project at Camden, Arkansas, as proposed by the House instead of \$655,050 as proposed by the Senate.

Amendment No. 25: Authorizes \$37,286,100 for the project at San Francisco, California, as proposed by the House instead of \$38,296,900 as proposed by the Senate.

Amendment No. 26: Authorizes \$7,636,400 for the project at Hartford, Connecticut, as proposed by the House instead of \$7,816,400 as proposed by the Senate.

Amendment No. 27: Authorizes \$1,094,000 for the project at Thomasville, Georgia, as proposed by the House instead of \$1,119,600 as proposed by the Senate.

Amendment No. 28: Authorizes \$284,750 for the project at Van Buren, Maine, as proposed by the House instead of \$297,550 as proposed by the Senate.

Amendment No. 29: Authorizes \$254,150 for the project at Vanceboro, Maine, as proposed by the House instead of \$261,150 as proposed by the Senate.

Amendment No. 30: Authorizes \$874,650 for the project at Detroit, Michigan, as proposed by the House instead of \$895,050 as proposed by the Senate.

Amendment No. 31: Authorizes \$586,500 for the project at Sweetgrass, Montana, as proposed by the House instead of \$615,600 as proposed by the Senate.

Amendment No. 32: Authorizes \$3,224,050 for the project at Bismarck, North Dakota, as proposed by the House instead of \$3,283,050 as proposed by the Senate.

Amendment No. 33: Authorizes \$3,867,700 for the project at Toledo, Ohio, as proposed by the House instead of \$3,930,700 as proposed by the Senate.

Amendment No. 34: Authorizes \$9,537,150 for the project at Memphis, Tennessee, as proposed by the House instead of \$10,167,150 as proposed by the Senate.

Amendment No. 35: Authorizes \$282,200 for the project at Dayton, Washington, as proposed by the House instead of \$288,700 as proposed by the Senate.

Amendment No. 36: Inserts Senate language and authorizes \$15,105,000 for Federal Office Building Numbered Eight in the District of Columbia instead of \$15,794,000 as proposed by the Senate.

Amendment No. 37: Inserts Senate language and authorizes \$20,031,100 for Federal Office Building Numbered Nine in the District of Columbia instead of \$21,222,100 as proposed by the Senate.

Amendment No. 38: Inserts Senate language and authorizes \$38,326,500 for Federal Office Building Numbered Ten in the District of Columbia instead of \$40,803,500 as proposed by the Senate.

Amendment No. 39: Inserts Senate language and authorizes \$6,375,000 for the United States Court of Claims and Court of Customs and Patent Appeals building in the District of Columbia instead of \$6,491,000 as proposed by the Senate.

Amendment No. 40: Authorizes the limits of costs for a project to be exceeded by not to exceed 10 per centum as proposed by the Senate instead of 5 per centum as proposed by the House.

Amendment No. 41: Inserts Senate language in this paragraph, instead of under sites and expenses as proposed by the House, authorizing \$5,500,000 for the project at Chicago, Illinois.

Amendment No. 42: Appropriates \$21,000,000 for sites and expenses for public buildings projects instead of \$25,000,000 as proposed by the House and \$19,500,000 as proposed by the Senate.

Amendment No. 43: Deletes House language as proposed by the Senate.

Amendment No. 44: Reported in disagreement.

Amendment No. 45: Deletes item proposed by the Senate for \$3,800,000 for the construction of relocation facilities.

Amendment No. 46: Appropriates \$3,978,000 for operating expenses of the Federal Supply Service instead of \$3,716,500 as proposed by the House and \$4,240,000 as proposed by the Senate.

Amendment No. 47: Reported in disagreement.

Amendment No. 48: Deletes language requiring certain miscellaneous reimbursements to be promptly deposited into the Treasury as proposed by the Senate.

Amendment No. 49: Deletes Senate language for an appropriation of \$100,000 for the working capital fund.

Amendment No. 50: Authorizes \$13,150,000 for the administrative operations fund instead of \$13,000,000 as proposed by the House and \$13,300,000 as proposed by the Senate.

Amendment No. 51: Strikes out language relating to extension and conversion projects as proposed by the Senate.

Amendment No. 52: Reported in disagreement. The language proposed by the Senate relative to allowing local governmental units a reasonable period of time in which to perfect a comprehensive and coordinated plan of use and procurement for surplus real estate and buildings is not a direction for the General Services Administration to take just any price for such properties.

Housing and Home Finance Agency

Amendment No. 53: Appropriates \$20,000,000 for housing for the elderly instead of \$5,000,000 as proposed by the House and \$50,000,000 as proposed by the Senate.

Amendment No. 54: Deletes Senate language earmarking \$150,000 for housing for the benefit of elderly persons who are members of an Indian tribe.

Interstate Commerce Commission

Amendment No. 55: Appropriates \$20,138,500 for salaries and expenses instead of \$19,777,000 as proposed by the House and \$20,500,000 as proposed by the Senate.

National Aeronautics and Space Administration

Amendment No. 56: Authorizes \$5,375,000 for expenses for travel instead of \$4,900,000 as proposed by the House and \$5,849,000 as proposed by the Senate.

Amendment No. 57: Approximates \$170,760,000 for salaries and expenses as proposed by the Senate instead of \$166,500,000 as proposed by the House.

Amendment No. 58: Authorizes the purchase of sixty passenger motor vehicles as proposed by the Senate instead of forty-five as proposed by the House.

Amendment No. 59: Appropriates \$621,453,000 for research and development instead of \$602,240,000 as proposed by the House and \$671,453,000 as proposed by the Senate.

Amendment No. 60: Appropriates \$122,787,000 as proposed by the Senate instead of \$107,275,000 as proposed by the House.

Amendment No. 61: Inserts Senate language and authorizes \$10,000 for scientific consultations and any emergency or extraordinary expense instead of \$20,000 as proposed by the Senate.

National Capital Housing Authority

Amendment No. 62: Restores House language providing an appropriation of \$40,000 for operation and maintenance of properties.

National Science Foundation

Amendment No. 63: Appropriates \$175,800,000 for salaries and expenses instead of \$160,000,000 as proposed by the House and \$191,600,000 as proposed by the Senate.

Securities and Exchange Commission

Amendment No. 64: Appropriates \$8,912,500 for salaries and expenses instead of \$8,525,000 as proposed by the House and \$9,300,000 as proposed by the Senate.

Selective Service System

Amendment No. 65: Appropriates \$31,528,400 for salaries and expenses instead of \$30,278,400 as proposed by the House and \$32,778,400 as proposed by the Senate.

Veterans' Administration

Amendments Nos. 66 and 67: Appropriate \$34,500,000 for medical administration and miscellaneous operating expenses instead of \$30,000,000 as proposed by the House and \$39,000,000 as proposed by the Senate; and earmark \$21,500,000 for medical research instead of \$17,000,000 as proposed by the House and \$26,000,000 as proposed by the Senate.

TITLE II—CORPORATIONS

Federal Home Loan Bank Board

Amendment No. 68: Authorizes \$8,341,000 for nonadministrative expenses as proposed by the Senate instead of \$8,141,000 as proposed by the House.

Amendment No. 69: Authorizes \$800,000 for administrative expenses of the Federal Savings and Loan Insurance Corporation as proposed by the Senate instead of \$787,500 as proposed by the House.

Amendment No. 70: Deletes House language placing a limitation on nonadministrative expenses of the Federal Savings and Loan Insurance Corporation as proposed by the Senate.

Housing and Home Finance Agency

Amendment No. 71: Authorizes \$1,330,000 for administrative expenses for college housing loans instead of \$1,260,000 as proposed by the House and \$1,400,000 as proposed by the Senate.

Amendment No. 72: Authorizes \$503,500 for administrative expenses for public facility loans instead of \$477,000 as proposed by the House and \$530,000 as proposed by the Senate.

Amendment No. 73: Authorizes \$8,550,000 for administrative expenses of the Federal Housing Administration instead of \$8,450,000 as proposed by the House and \$8,650,000 as proposed by the Senate.

Amendment No. 74: Restores House language authorizing \$50,000,000 for nonadministrative expenses of the Federal Housing Administration instead of language proposed by the Senate.

Amendment No. 75: Deletes language proposed by the Senate to authorize nonadministrative expenses for the Federal Housing Administration up to 15 per centum in excess of the amount specified in the bill on a contingent basis.

TITLE III—GENERAL PROVISIONS

Amendment No. 76: Deletes House language as proposed by the Senate requiring that committees of expert examiners and boards of civil service examiners be included within the limitation on employees engaged in personnel work.

ALBERT THOMAS,
SIDNEY R. YATES,
CLARENCE CANNON,
HAROLD C. OSTERTAG,
JOHN TABER,

Managers on the Part of the House.

RIVERS AND HARBORS AND FLOOD CONTROL ACT

Mr. DAVIS of Tennessee submitted the following conference report and statement:

CONFERENCE REPORT (H. REPT. No. 2064)

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 24, 75, 101, 102, 103, 104, 124, 138, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 155, 156, 157, 158, 159, 160, 161, and 162.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 19, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 39, 40, 41, 43, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 65, 66, 67, 68, 69, 70, 71, 73, 74, 76,

77, 78, 79, 80, 81, 82, 83, 86, 88, 89, 90, 91, 92, 94, 95, 100, 105, 106, 109, 110, 113, 114, 115, 118, 119, 120, 121, 123, 126, 127, 129, 130, 131, 132, 133, 134, and 140.

Amendment numbered 4: That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Rye Harbor, New Hampshire: House Document Numbered 439, Eighty-sixth Congress, at an estimated cost of \$238,000;".

And the Senate agree to the same.

Amendment numbered 17: That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Freshwater Bayou, Louisiana: House Document Numbered 435, Eighty-sixth Congress, at an estimated cost of \$7,485,000;".

And the Senate agree to the same.

Amendment numbered 18: That the House recede from its disagreement to the amendment of the Senate numbered 18, and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Calcasieu River and Pass, Louisiana: House Document Numbered 436, Eighty-sixth Congress, at an estimated cost of \$16,992,000;".

And the Senate agree to the same.

Amendment numbered 20: That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Texas City Channel, Texas: House Document Numbered 427, Eighty-sixth Congress, at an estimated cost of \$1,605,000;".

And the Senate agree to the same.

Amendment numbered 21: That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Brazos Island Harbor, Texas: House Document Numbered 428, Eighty-sixth Congress, at an estimated cost of \$4,381,000;".

And the Senate agree to the same.

Amendment numbered 22: That the House recede from its disagreement to the amendment of the Senate numbered 22, and agree to the same with an amendment, as follows: On page 5 of the Senate engrossed amendments, line 7, strike out "Report of the Chief of Engineers, dated June 1, 1960," and insert in lieu thereof "Senate Document Numbered 112, Eighty-sixth Congress,"; and the Senate agree to the same.

Amendment numbered 38: That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment, as follows: On page 8 of the Senate engrossed amendments, lines 11 and 12, strike out "Report of the Chief of Engineers, dated May 27, 1960," and insert in lieu thereof "House Document Numbered 425, Eighty-sixth Congress,"; and the Senate agree to the same.

Amendment numbered 42: That the House recede from its disagreement to the amendment of the Senate numbered 42, and agree to the same with an amendment, as follows: On page 10 of the Senate engrossed amendments, lines 11, 12, and 13, strike out "preferably from among the State agencies cooperating with the Department of the Army"; and the Senate agree to the same.

Amendment numbered 46: That the House recede from its disagreement to the amendment of the Senate numbered 46, and agree to the same with an amendment, as follows: On page 15 of the Senate engrossed amendments, lines 1 and 2, strike out "heretofore or"; and the Senate agree to the same.

Amendment numbered 72: That the House recede from its disagreement to the amendment of the Senate numbered 72, and agree to the same with an amendment, as follows: On page 23 of the Senate engrossed amendments, lines 22, 23, and 24, strike out "Board of Engineers for Rivers and Harbors In its report dated May 6, 1960," and insert in lieu thereof "Chief of Engineers in House Document Numbered 441, Eighty-sixth Congress,"; and the Senate agree to the same.

Amendment numbered 99: That the House recede from its disagreement to the amendment of the Senate numbered 99, and agree to the same with an amendment, as follows: On page 34 of the Senate engrossed amendments, line 18, strike out "at a cost not to exceed \$6,375,000" and insert in lieu thereof "at a Federal cost not to exceed \$4,500,000"; and the Senate agree to the same.

Amendment numbered 107: That the House recede from its disagreement to the amendment of the Senate numbered 107, and agree to the same with an amendment, as follows: On page 38 of the Senate engrossed amendments, line 5, strike out "his report dated June 13, 1960," and insert in lieu thereof "House Document Numbered 440, Eighty-sixth Congress,"; and the Senate agree to the same.

Amendment numbered 122: That the House recede from its disagreement to the amendment of the Senate numbered 122, and agree to the same with an amendment, as follows: On page 45 of the Senate engrossed amendments, on the next to the last line on that page, strike out "heretofore or"; and the Senate agree to the same.

Amendment numbered 125: That the House recede from its disagreement to the amendment of the Senate numbered 125, and agree to the same with an amendment, as follows: On page 52 of the Senate engrossed amendments, line 9, strike out "209" and insert in lieu thereof "208"; and the Senate agree to the same.

Amendment numbered 128: That the House recede from its disagreement to the amendment of the Senate numbered 128, and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Pithlachascotee River, Masaryktown, Anclote River, Lake Tarpon, Brooksville, and adjacent areas, Florida."

And the Senate agree to the same.

Amendment numbered 135: That the House recede from its disagreement to the amendment of the Senate numbered 135, and agree to the same with an amendment, as follows: On page 53 of the Senate engrossed amendments, line 18, strike out "210." and insert in lieu thereof "209."; and the Senate agree to the same.

Amendment numbered 136: That the House recede from its disagreement to the amendment of the Senate numbered 136, and agree to the same with an amendment, as follows: On page 54 of the Senate engrossed amendments, line 10, strike out "211." and insert in lieu thereof "210."; and the Senate agree to the same.

Amendment numbered 137: That the House recede from its disagreement to the amendment of the Senate numbered 137, and agree to the same with amendments, as follows: On page 54 of the Senate engrossed amendments, line 20, strike out "212." and insert in lieu thereof "211."

On page 55 of the Senate engrossed amendments, line 7, strike out "Act" and insert in lieu thereof "section"; and the Senate agree to the same.

Amendment numbered 139: That the House recede from its disagreement to the amendment of the Senate numbered 139, and agree to the same with an amendment, as follows: On page 55 of the Senate engrossed amendments, line 20, strike out "214" and insert in lieu thereof "212"; and the Senate agree to the same.

Amendment numbered 152: That the House recede from its disagreement to the amendment of the Senate numbered 152, and agree to the same with an amendment, as follows: On page 63 of the Senate engrossed amendments, line 2, strike out "IV" and insert in lieu thereof "III"; and the Senate agree to the same.

Amendment numbered 163: That the House recede from its disagreement to the amendment of the Senate numbered 163, and agree to the same with an amendment, as follows: On page 71 of the Senate engrossed amendments, lines 11 and 12, strike out:

"SEC. 411. Title IV of this Act may be cited as the 'Land Acquisition Policy Act of 1960'."

And insert in lieu thereof:

"SEC. 303. Title III of this Act may be cited as the 'Land Acquisition Policy Act of 1960'."

And the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 15, 34, 44, 62, 63, 64, 84, 85, 87, 93, 96, 97, 98, 108, 111, 112, 116, 117, 153, and 154.

CLIFFORD DAVIS,
JOHN A. BLATNIK,
ROBERT E. JONES,
JOHN F. BALDWIN, Jr.,
WILLIAM C. CRAMER,

Managers on the Part of the House.

DENNIS CHAVEZ,
ROBERT S. KERR,
PAT McNAMARA,
FRANCIS CASE,
JOHN SHERMAN COOPER,

Managers on the Part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon by the conferees and recommended in the accompanying conference report:

NAVIGATION PROJECTS

The following Senate amendments added to the House passed bill the following navigation projects. In every instance these projects were reported by the Corps of Engineers, cleared through the various executive agencies, and transmitted to Congress since the House acted upon the bill last year. The detailed report on each of these projects can be found in Senate Report numbered 1524 of this Congress. The House recedes with respect to each of these amendments: 1, 2, 3, 5, 6, 7, 8, 10, 11, 12, 13, 14, 16, 25, 26, 27, 28, 29, 30, 31, 32, and 33.

The navigation projects covered by these amendments are the following:

(1) Eastport Harbor, Maine: Senate Document Numbered 98, Eighty-sixth Congress, at an estimated cost of \$595,000.

(2) York Harbor, Maine: House Document Numbered 395, Eighty-sixth Congress, at an estimated cost of \$391,000.

(3) Pepperell Cove, Maine: House Document Numbered 284, Eighty-sixth Congress, at an estimated cost of \$170,000.

(5) Little Narragansett Bay and Watch Hill Cove, Rhode Island and Connecticut: House Document Numbered 396, Eighty-sixth Congress, at an estimated cost of \$98,000.

(6) Mamaroneck Harbor (East Basin), New York: House Document Numbered 209, Eighty-sixth Congress, at an estimated cost of \$105,000.

(7) Wilmington Harbor, Delaware: Senate Document Numbered 88, Eighty-sixth Congress, at an estimated cost of \$351,000.

(8) Ocracoke Inlet, North Carolina: House Document Numbered 408, Eighty-sixth Congress, at an estimated cost of \$4,623,000.

(10) Palm Beach Harbor, Lake Worth Inlet, Florida: House Document Numbered 283, Eighty-sixth Congress, at an estimated cost of \$4,980,000.

(11) Little Pass, Clearwater Bay, Florida: House Document Numbered 293, Eighty-sixth Congress, at an estimated cost of \$104,000.

(12) St. Marks River, Florida: House Document Numbered 224, Eighty-sixth Congress, at an estimated cost of \$1,711,000.

(13) Black Warrior, Warrior, and Tombigbee Rivers, Alabama, at Jackson lock and dam: House Document Numbered 50, Eighty-sixth Congress, at an estimated cost of \$120,000.

(14) Pascagoula Harbor, Mississippi: House Document Numbered 98, Eighty-sixth Congress, maintenance.

(16) Biloxi Harbor, Mississippi: House Document Numbered 271, Eighty-sixth Congress, at an estimated cost of \$326,000.

(25) Milwaukee Harbor, Wisconsin: House Document Numbered 285, Eighty-sixth Congress, at an estimated cost of \$38,000.

(26) Manistee Harbor, Michigan: House Document Numbered 358, Eighty-sixth Congress, at an estimated cost of \$1,735,000.

(27) Detroit River, Trenton Channel, Michigan: House Document Numbered 319, Eighty-sixth Congress, at an estimated cost of \$8,570,000.

(28) Fairport Harbor, Ohio: House Document Numbered 347, Eighty-sixth Congress, at an estimated cost of \$2,768,000.

(29) Rochester Harbor, New York: House Document Numbered 409, Eighty-sixth Congress, at an estimated cost of \$2,445,000.

(30) Los Angeles and Long Beach Harbors (West Basin), California: House Document Numbered 401, Eighty-sixth Congress, at an estimated cost of \$1,768,000.

(31) Monterey Harbor (Monterey Bay), California: House Document Numbered 219, Eighty-sixth Congress, at an estimated cost of \$3,989,000.

(32) Noyo River and Harbor, California: House Document Numbered 289, Eighty-sixth Congress, at an estimated cost of \$370,000.

(33) Snohomish River (Everett Harbor), Washington: House Document Numbered 348, Eighty-sixth Congress, at an estimated cost of \$3,011,000.

Amendment No. 4: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 9: This is a technical amendment only and its substance is repeated in Senate amendment numbered 14. The House recedes.

Amendment No. 15: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of Pascagoula Harbor to determine whether further modification of the project is justified, and if modification is found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after submission of a report to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 17: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 18: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 19: This amendment would strike out the navigation project on the Gulf Intracoastal Waterway, channel to Port Mansfield, Texas. This project is stricken because it has been authorized by separate legislation, Public Law 86-248. The House recedes.

Amendment No. 20: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 21: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 22: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 23: This amendment would authorize the Chief of Engineers to relocate the Illinois Central Railroad to the extent required by the construction of the Barkley Dam project in Kentucky so as to eliminate and prevent interference with and disturbance of municipal and private facilities in Lyon County, Kentucky, not otherwise affected by the construction of the project, substantially in accordance with alignment "D" shown on certain plans on file with the Chief of Engineers. The House recedes.

BEACH EROSION CONTROL

The following Senate amendments added to the House passed bill the following beach erosion projects. In every instance these projects were reported by the Corps of Engineers, cleared through the various executive agencies, and transmitted to Congress since the House acted upon the bill last year. The detailed report on each of these projects can be found in Senate Report numbered 1524 of this Congress. The House recedes with respect to each of these amendments: 35, 36, 37, 39, 40, and 41.

The beach erosion projects covered by these amendments are the following:

(35) Wessagussett Beach, Weymouth, Massachusetts: House Document Numbered 334, Eighty-sixth Congress, at an estimated cost of \$132,000.

(36) Pemberton Point to Cape Cod Canal, Massachusetts: House Document Numbered 272, Eighty-sixth Congress, at an estimated cost of \$139,300.

(37) Cape Cod Canal to Provincetown, Massachusetts: House Document Numbered 404, Eighty-sixth Congress, at an estimated cost of \$178,000.

(39) New Jersey Coast from Barnegat Inlet to Cape May Canal, New Jersey: House Document Numbered 208, Eighty-sixth Congress, at an estimated cost of \$1,714,000.

(40) Presque Isle Peninsula, Erie, Pennsylvania: House Document Numbered 397, Eighty-sixth Congress, periodic nourishment.

(41) Orange County, Newport Bay to San Mateo Creek, California: House Document Numbered 398, Eighty-sixth Congress, at an estimated cost of \$256,000.

Amendment No. 34: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of Hilo Harbor, Hawaii, to determine whether a project for tidal wave protection is justified, and if found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after submission of a report to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 38: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 42: Senate amendment No. 42 would add a new section 103 to the bill which amends the last paragraph of section 2 of the River and Harbor Act of July 13, 1930.

The purpose of section 103 is to delete from section 2 of the 1930 act the requirements that civilian members of the Board be selected from among the State agencies cooperating with the Department of the Army and that their salaries be paid by their respective States. In lieu thereof, the proposed amendment provides that the civilian members of the Board shall be selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection. It is further provided that such civilian members shall be paid not in excess of \$100 per day for each day of attendance at Board meetings, not to exceed 30 days per annum, in addition to their traveling and other necessary expenses, which sums are to be paid by the Department of the Army.

In addition to attendance at Board meetings, members devote considerable time and effort in preparing for the meetings due to the increasing number, size, and complexity of projects being considered. Accordingly, the compensation of civilian members of the Board for attendance at Board meetings, which is provided for by this section, is considered to be just and reasonable.

In addition to the foregoing, changes in the 1930 act, this amendment also includes some desirable editorial changes.

The amendment agreed to by the committee of conference to Senate amendment No. 42, striking out the language "preferably from among the State agencies cooperating with the Department of the Army", is to make the language of the section more consistent with the basic purpose of the amendment and remove any implication of possible conflict of interest on the part of a member of the Board.

Amendment No. 43: This amendment adds a new section 104 to the bill.

The purpose of this amendment is to authorize the Secretary of the Army to donate and convey by quitclaim deed to the Ship Canal Authority of the State of Florida, all of the right, title, and interest of the United States in 6,175.21 acres of land acquired by condemnation proceedings in Putnam and Marion Counties, Fla., during the period 1930-35 to be used as right-of-way for the Atlantic-gulf ship canal project.

During the period 1930-35 the Ship Canal Authority of the State of Florida acquired 12,980 acres of land in its own name and at its own expense for conveyance to the United States for use in connection with the proposed Atlantic-gulf ship canal, authorized by the Emergency Relief Appropriation Act of 1935. The authorization required local interests to provide land required for the project purposes. However, the ship canal authority did not have the power of eminent domain and requested the United States to institute condemnation proceedings for the acquisition of those lands required for the project but which could not be acquired by direct purchase. In the condemnation proceedings the United States acquired title to 6,175.21 acres of land at a cost of \$71,700 which was paid by the ship canal authority.

Construction on the Atlantic-gulf ship canal project consisted of incomplete abutments, piers for a bridge, and canal excavations, performed by the United States as an emergency relief project at an aggregate cost of \$4,535,867. The canal project was modified and redesignated the cross Florida barge canal by the act of July 23, 1942. No funds have been appropriated for construction of the project since its authorization.

While not required for project purposes, a large portion of the land acquired by the

United States has been leased for agricultural and grazing purposes. Seventy-five percent of the funds received from such leasing is returned to the State of Florida for public purposes in the counties in which the land is situated. Several easements for road rights-of-way and right-of-way for an electric transmission line have been granted by the Department of the Army, during the time title to the land has been held by the United States. Some timber has also been sold from the land.

The Federal and State lands are interspersed. The cost of the management of the lands and other resources could be reduced if title were centralized in either the State or Federal Government. Since the ship canal project is now inactive, and the barge canal project would result in requiring a different area of land than that which would be required for the ship canal, transfer of the ship canal authority lands to the United States at this time is not justified. Further, the Florida Ship Canal Authority desires to sell those lands that will not be required for the modified barge canal project, and to use the funds to acquire new lands that will be required for the barge canal project.

The committee of conference believes this procedure advisable, and believes the language of section 104 adequately protects the interests of the Federal Government, and also gives the ship canal authority sufficient latitude to sell lands not required for the modified project. These required lands will remain readily available for reconveyance to the United States when needed, and construction heretofore performed will be maintained and preserved. The House recedes.

Amendment No. 44: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of the Middle Decatur Bend of the Missouri River, to determine whether modification of the Missouri River project is justified, and if modification is found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after its submission to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 45: This amendment adds a new section 106 to the bill.

The Hildebrand lock and dam on the Monongahela River above Morgantown, W. Va., is nearing completion. During construction of this project, the contractor improved an existing road to the vicinity of the damsite for access purposes and for delivery of material and supplies. Further improvement of the road is necessary to permit its use as a permanent access road to the completed project. An agreement has been reached between the Corps of Engineers and the West Virginia State Highway Department on this matter. It is believed that this amendment is necessary to permit the Corps of Engineers to make the necessary improvements to this road as a project feature of the Hildebrand lock and dam, and its use as a permanent access road to the project. The House recedes.

Amendment No. 46: This amendment adds a new section 107 to the bill.

Section 107 would authorize the Secretary of the Army to allot from river and harbor appropriations not to exceed \$2 million for any one fiscal year for construction of small river and harbor improvement projects not authorized by Congress, which will result in substantial benefit to navigation, when in the opinion of the Chief of Engineers such work is advisable. The section provides that not more than \$200,000 shall be allotted at any single locality for each fiscal year, that certain local cooperation provisions shall

apply, and that the projects shall not commit the United States to any additional improvement, other than routine maintenance. The provisions would apply to low water access navigation channels from the existing channel of the Mississippi River to established harbor areas located along that stream.

The Corps of Engineers now has authority for construction of small flood control projects, with a limit on costs of \$400,000, without specific congressional authorization. It should have similar authority with respect to small navigation projects. In addition, the committee was advised of several locations on the Mississippi River where the river has moved away from established harbors, leaving grain elevators, wharves, and docks, without access to the river channel. Section 107 would provide the necessary authority to dredge and maintain a navigation channel from the channel in the Mississippi River to harbor areas heretofore or now established.

The new section includes the following criteria to insure that economic projects are selected, and to protect the Federal investment.

(1) The projects will be approved by the Chief of Engineers;

(2) Economic justification is required as for flood control projects;

(3) The allotment shall complete the Federal part of the project;

(4) Local interests are required to furnish lands, and in the discretion of the Chief of Engineers may be required to hold and save the United States free from damages, and provide additional requirements of local cooperation deemed necessary by the Chief of Engineers;

(5) The Chief of Engineers is authorized in his discretion to require non-Federal cost sharing because of the recreational or otherwise local nature of benefits;

(6) Projects constructed under this authority are to be considered as authorized projects for purposes of maintenance.

The conference committee amendment strikes out the words "heretofore or" for the purpose of insuring that only future appropriations will be available for the purposes of this section. The House recedes.

Amendment No. 47: This amendment added a new section 108 to the bill the purpose of which is to authorize the Secretary of the Army to convey surplus lands at water resource development projects to a State, political subdivision thereof, port district, port authority, or other body created by a State or through a compact created between two or more States, at the fair market value as determined by the Secretary, whatever he determines that the development of public port or industrial facilities will be in the public interest, will not interfere with the operation and maintenance of the project, and that the disposition of the property for these purposes will serve the objectives and purposes of the project within which the land is located. Where more than one applicant seeks the same land, the Secretary will give preference to the body whose intended use of the land would in his opinion best promote the purposes for which the project was authorized. Terms, conditions, reservations, and restrictions deemed necessary for development, maintenance, or operation of the project would be included in the deed of conveyance. Public notice would be given prior to conveyance of any land, and proceeds would be covered into the Treasury as miscellaneous receipts.

The Flood Control Act of 1944 authorizes the Chief of Engineers to construct, maintain, and operate public parks and recreational facilities in the Corps of Engineers reservoir areas, and to grant leases and licenses for park and recreational purposes, with preference to Federal, State, or local governmental agencies, which may also be

granted use of property, without monetary consideration, for any public purpose whenever the Secretary of the Army determines it to be in the public interest. The Secretary may grant leases for nonexcess property, and easements for rights-of-way across reservoir land, upon receipt of adequate consideration, when considered to be in the public interest. Public agencies frequently experience difficulty in selling bonds for construction of port or other facilities on leased property, as bondholders require that such agencies possess title in fee to the land on which their installations are to be located.

It has been the policy of the Corps of Engineers to review the requirements of the water resource development projects, and to make available any parts that can either be disposed of as no longer required, or leased when not required for the time being. Recognizing the benefits to be derived from public facilities at reservoir projects, their development by interested States and local agencies had been encouraged under leases granted pursuant to existing authority.

When land is no longer required for any departmental use it is reported to the General Services Administration for disposal or reassignment in accordance with the Federal Property and Administrative Services Act. Although that act authorizes the negotiated disposal of real property in specified circumstances, including sales to States and their political subdivisions, there is no authority to grant an absolute priority for the sale of real property to States and local agencies for port and industrial development. Section 108 would provide the Secretary of the Army with authority for that specific purpose. The House recedes.

Amendment No. 48: This amendment is of a technical nature. The House recedes.

NAVIGATION SURVEYS

The following Senate amendments added to the House-passed bill directed navigation surveys to be made at the following localities. The House recedes with respect to each of these amendments: 49, 50, 51, 52, 53, 54, 55, 56, and 57.

These amendments cover the following navigation surveys:

(49) Prospect Harbor, Maine.

(50) Channel across Santa Rosa Peninsula and Santa Rosa Island, Florida, to connect East Bay with Santa Rosa Sound and Little Sabine Bay with the Gulf of Mexico.

(51) Channel from vicinity of Avalon, Florida, to the waters of Escambia Bay.

(52) Little Bay De Noc, Michigan.

(53) Ship Canal between Tacoma and Seattle, Washington.

(54) Point Roberts, Washington.

(55) Deep-water harbor in the Maalaea Bay Area, Island of Maui, Hawaii.

(56) Deep-water harbor at Kahaluu, Island of Oahu, Hawaii.

(57) Coastal waters, State of Hawaii, investigation of sites for possible use as anchorage areas for handling of explosives; areas of investigation to be designated by such State's Governor's Advisory Committee on Explosives.

Amendment No. 58: This amendment added a new section 110 to the bill. It abandons the project for a navigation channel in the Saint Jones River, Delaware, upstream from Lebanon, Delaware, and declares that river upstream from Lebanon, Delaware, not to be a navigable water of the United States within the meaning of the Constitution and laws of the United States. The House recedes.

Amendment No. 59: This is a technical renumbering amendment. The House recedes.

Amendment No. 60: This amendment is a technical amendment made necessary by the passage of time. The House recedes.

FLOOD CONTROL

The following Senate amendments added to the House passed bill the following flood control projects. In every instance these projects were reported by the Corps of Engineers, cleared through the various executive agencies, and transmitted to Congress since the House acted upon the bill last year. The detailed report on each of these projects can be found in Senate Report numbered 1524 of this Congress. The House recedes with respect to each of these amendments: 61, 65, 66, 67, 73, 74, 77, 78, 79, 80, 81, 82, 83, 89, 90, 91, 92, 95, 100, 105, 106, 109, 114, and 115.

The flood control projects covered by these amendments are the following:

(65) PAWCATUCK, CONNECTICUT

The project for hurricane-flood protection at Pawcatuck, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 212, Eighty-sixth Congress, at an estimated Federal cost of \$409,000.

(66) HOUSATONIC RIVER BASIN

The project for flood control dams and reservoirs on the Naugatuck River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 372, Eighty-sixth Congress, at an estimated cost of \$10,230,000.

(67) STAMFORD, CONNECTICUT

The project for hurricane-flood protection at Stamford, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 210, Eighty-sixth Congress, at an estimated Federal cost of \$3,030,000 for construction, and at an estimated Federal cost of maintenance and operation of \$31,000 annually.

(73) LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items of work and the authorization for said project is increased accordingly:

(74) (a) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000 to provide for the continued prosecution of the channel improvement feature of the project.

(77) The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is hereby modified to include the following projects:

(78) (a) The project for flood protection on Big Fossil Creek in the Richland Hills area, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 407, Eighty-sixth Congress, at an estimated cost of \$1,861,400.

(79) (b) Modification and extension of the Fort Worth Floodway on the West Fork of the Trinity River and tributaries, at Fort Worth, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 402, Eighty-sixth Congress, at an estimated cost of \$2,241,000.

(80) BRAZOS RIVER BASIN, TEXAS

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$21,000,000, for the prosecution of the comprehensive plan for the Brazos River Basin authorized by the Flood Control Act of September 3, 1954.

(81) RED-OUACHITA RIVER BASIN

The general plan for flood control and other purposes on Red River, Texas, Oklahoma, Arkansas, and Louisiana, below Denison Dam, Texas and Oklahoma, as author-

ized by the Flood Control Act of 1946, and amended and supplemented by subsequent Acts of Congress, is hereby further modified to provide for additional improvements for flood control, drainage, and other purposes, substantially in accordance with the recommendations of the Chief of Engineers as follows:

(82) (a) McKinney Bayou, Arkansas and Texas: House Document Numbered 220, Eighty-sixth Congress, at an estimated cost of \$346,400.

(83) (b) Maniece Bayou, Arkansas: House Document Numbered 288, Eighty-sixth Congress, at an estimated cost of \$668,400.

(89) RIO GRANDE BASIN

The project for improvement of the Rio Grande Basin is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 94, Eighty-sixth Congress, at an estimated cost of \$58,300,000.

The approval granted above shall be subject to the following conditions and limitations:

Cochiti Reservoir, Galisteo Reservoir, and all other reservoirs constructed by the Corps of Engineers as a part of the Middle Rio Grande project will be operated solely for flood control and sediment control, as described below:

(a) the outflow from Cochiti Reservoir during each spring flood and thereafter will be at the maximum rate of flow that can be carried at the time in the channel of Rio Grande through the middle valley without causing flooding of areas protected by levees or unreasonable damage to channel protective works: *Provided*, That whenever during the months of July, August, September, and October, there is more than two hundred twelve thousand acre-feet of storage available for regulation of summer floods and the inflow to Cochiti Reservoir (exclusive of that portion of the inflow derived from upstream flood-control storage) is less than one thousand five hundred cubic feet per second, no water will be withdrawn from storage in Cochiti Reservoir and the inflow derived from upstream flood-control storage will be retained in Cochiti Reservoir.

(b) Releases of water from Galisteo Reservoir and Jemez Canyon Reservoir during the months of July, August, September, and October, will be limited to the amounts necessary to provide adequate capacity for control of subsequent summer floods; and such releases when made in these months, or thereafter, will be at the maximum rate practicable under the conditions at the time.

(c) Subject to the foregoing, the storage of water in and the release of water from all reservoirs constructed by the Corps of Engineers as part of the Middle Rio Grande project will be done as the interests of flood and sediment control may dictate: *Provided*, That the Corps of Engineers will endeavor to avoid encroachment on the upper two hundred and twelve thousand acre-feet of capacity in Cochiti Reservoir, and all reservoirs will be evacuated completely on or before March 31 of each year: *And provided further*, That when estimates of anticipated streamflow made by appropriate agencies of the Federal Government indicate that the operation of reservoirs constructed as a part of the Middle Rio Grande project may affect the benefits accruing to New Mexico or Colorado, under the provisions of the eighth unnumbered paragraph of article VI of the Rio Grande compact, releases from such reservoirs shall be regulated to produce a flow of ten thousand cubic feet per second at Albuquerque, or such greater or lesser rate as may be determined by the Chief of Engineers at the time to be the maximum safe flow, whenever such operation shall be requested by the Rio Grande compact commissioner for New Mexico or the commis-

sioner for Colorado, or both, in writing prior to commencement of such operation.

(d) All reservoirs of the Middle Rio Grande project will be operated at all times in the manner described above in conformity with the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande Compact Commission: *Provided*, That whenever the Corps of Engineers determines that an emergency exists affecting the safety of major structures or endangering life and shall so advise the Rio Grande Compact Commission in writing these rules of operation may be suspended during the period of and to the extent required by such emergency.

(e) the foregoing regulations shall not apply to storage capacity which may be allocated to permanent pools for recreation and fish and wildlife propagation: *Provided*, That the water required to fill and maintain such pools is obtained from sources entirely outside the drainage basin of the Rio Grande.

(90) UPPER MISSISSIPPI RIVER BASIN

(91) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$12,000,000 for the prosecution of the comprehensive plan for the Upper Mississippi River Basin, approved in the Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress.

(92) The flood protection project on Redwood River at Marshall, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 417, Eighty-sixth Congress, at an estimated cost of \$2,252,000.

(95) The report of the Chief of Engineers on Wilson Dam and Reservoir, Saline River, Kansas, submitted in compliance with Public Law 505, Eighty-fourth Congress, published as Senate Document Numbered 96, Eighty-sixth Congress, is hereby approved, and construction of the project as a unit of the comprehensive plan of improvement for the Missouri River Basin authorized by the Flood Control Act approved December 22, 1944, is hereby authorized at an estimated cost of \$18,081,000.

(100) The project for flood protection on Cheyenne River and tributaries, South Dakota and Wyoming, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 280, Eighty-sixth Congress, at an estimated cost of \$272,000.

(105) The project for flood protection on Lynn Camp Creek at Corbin, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in the House Document Numbered 282, Eighty-sixth Congress, at an estimated cost of \$645,000.

(106) The project for flood control and allied purposes on Laurel River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 413, Eighty-sixth Congress, at an estimated cost of \$21,900,000: *Provided*, That construction of the project shall not be commenced until the agency designated to market the power has entered into an agreement which would insure that the power would be sold at rates sufficient to repay with interest within 50 years all costs allocated to power.

(109) The project for flood protection on the West Branch of the Mahoning River, Ohio, authorized in Public Law 85-500, in accordance with the recommendations of the Chief of Engineers in House Document 191, Eighty-fifth Congress, is hereby modified to provide that the entire local share of cost

for water for pollution abatement and for municipal and industrial water supply purposes is \$5,200,000, of which \$3,230,000 will be paid in cash during construction, and the unpaid balance at the time the project is placed in useful operation, \$1,970,000, may be paid in cash at that time or repaid on an annual basis in accordance with the principles of title III of said Public Law 85-500.

(114) SACRAMENTO RIVER BASIN

The project for flood protection on the Sacramento River, California, authorized by the Flood Control Act approved March 1, 1917, as amended and modified by subsequent Acts of Congress, is further modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 108, Eighty-sixth Congress, and there is hereby authorized to be appropriated the sum of \$14,240,000 for the prosecution of the initial phase of bank erosion control works and setback levees on the Sacramento River.

(115) LAS VEGAS WASH, NEVADA

The project for flood protection on Las Vegas Wash and tributaries, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 405, Eighty-sixth Congress, at an estimated cost of \$13,410,000.

Amendment No. 62: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Chelcopee River, Massachusetts, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 63: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Westfield River, Massachusetts, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 64: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Farmington River, Connecticut and Massachusetts, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 68: This amendment increases the authorization from \$1,000,000 to \$23,000,000 for the central and southern Florida comprehensive plan for flood control. The House recedes.

Amendments Nos. 69 and 70: These amendments modify the central and southern Florida comprehensive plan for flood control to include a project for canals, levees, and water control in the Nicodemus Slough area, Glades County, Florida, substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 53, Eighty-sixth Congress, at an estimated cost of \$318,000. The House recedes.

Amendment No. 71: This amendment provides that the levees around Lake Okeechobee, Florida, shall be known and designated as the Herbert Hoover Dike. The House recedes.

Amendment No. 72: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 76: This amendment struck from the House bill the Bardwell Reservoir on Waxahachie Creek in connection with the plan of the improvement of the

Trinity River, Texas. This project was stricken because it has already been authorized. The House recedes.

Amendment No. 84: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the East Point, Louisiana, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 85: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of emergency bank protection at Garland City, Arkansas, to determine whether the project is justified, and if found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after its submission to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 86: This amendment increases from \$32,000,000 to \$50,000,000 the authorization contained in this bill for the plan of development for the White River Basin. The House recedes.

Amendment No. 87: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Arkansas, substantially in accordance with plan I as contained in House Document Numbered 225, Eighty-sixth Congress, with a requirement for a restudy to be made by the Chief of Engineers of plan III with a report to Congress of his findings as a result of that restudy. This authorizes the project but it is not contemplated that construction proceed until after the report of the resurvey of plan III is submitted and Congress has had an opportunity to act thereon.

Amendment No. 88: This amendment increases from \$95,000,000 to \$179,000,000 the authorization contained in this bill for the plan of development for the Arkansas River Basin. The House recedes.

Amendment No. 93: Reported in disagreement. The managers on the part of the House intend to offer a motion to provide for the construction of a highway bridge across the Coralville Reservoir at or near the Mehaffy site. The principal difference between the amendment proposed to be offered and Senate Amendment No. 93 are as follows: (1) the site is to be mutually satisfactory to the Army, the chief engineer of the Iowa State High Commission and the Board of Supervisors of Johnson County, Iowa, (2) the chief engineer of the Iowa State Highway Commission is also required to approve the plans for the bridge, and (3) before the awarding of any contracts for construction local interests are required to contribute for the cost of construction such amounts as the Secretary of the Army determines to be equitable, the United States to pay all other costs.

Amendment No. 94: This amendment increases from \$132,000,000 to \$207,000,000 the authorization contained in this bill for the prosecution of the comprehensive plan for the Missouri River Basin. The House recedes.

Amendment No. 96: This amendment authorizes the modification of a project for flood protection in the Gering and Mitchell Valleys in Nebraska to provide needed protection in Gering Valley. It further provides that construction was not to be initiated until the feasibility of the report had been submitted for approval of the Public Works Committees of Congress.

The amendment of the conferees would provide that construction would not be initiated until the feasibility report had been approved by the President and not less than 60 days continuous session of Congress had expired without the Congress disapproving such report.

Amendment No. 97: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to cause an immediate study to be made of the flood control project at Sioux Falls, South Dakota, to determine whether modification of the project is justified, and if modification is found to be justified by the Secretary of the Army, is approved by the President, and not disapproved by Congress within 60 days after its submission to Congress (such 60 days to run only when Congress is in session) then the project will be authorized.

Amendment No. 98: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Vermillion River, South Dakota, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 99: The purpose of this amendment is to insure that the Federal cost of the highway bridge authorized by this section will not exceed \$4,500,000.

Amendment No. 107: This is a technical amendment for the purpose of inserting the document number for this project.

Amendment No. 108: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Loyalhanna Creek, Pennsylvania, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 110: This is a technical numbering amendment. The House recedes.

Amendment No. 111: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Gila and Salt Rivers, Arizona, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 112: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the project for flood protection on Tahchevah Creek at an estimated cost of \$1,105,000 with a requirement that non-Federal interests shall bear 50 percent of the cost of the project.

Amendment No. 113: This amendment increases from \$30,000,000 to \$32,000,000 the authorization contained in the bill for the comprehensive plan approved in the Act of August 18, 1941, as amended and supplemented, relating to the Los Angeles River Basin. The House recedes.

Amendment No. 116: Reported in disagreement. The managers on the part of the House intend to offer a motion to authorize the plan for flood protection on the Gleason Creek, Nevada, as this Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 117: Reported in disagreement. The managers on the part of the

House intend to offer a motion to authorize the plan for flood protection on the Jordan River Basin, Salt Lake City streams, Utah, as the Senate amendment would have authorized it with an additional provision that non-Federal interests should contribute to the total cost of the project not less than 20 percent of the cost allocable to local flood protection benefits.

Amendment No. 118: This amendment increases from \$90,000,000 to \$148,000,000 the authorization contained in this bill for the projects and plans for the Columbia River Basin. The House recedes.

Amendment No. 119: This amendment modifies the projects and plans for the Columbia River Basin to include the project for construction of the Foster Reservoir on the South Santiam River, Willamette River Basin, Oregon, substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 104, Eighty-sixth Congress, at an estimated cost of \$17,340,000. The House recedes.

Amendment No. 120: This amendment added a new section 204 to the bill.

This new section 204 would authorize Federal participation, to the extent of flood-control benefits only, in the proposed multiple-purpose Merced River development, including the Bagby, New Exchequer, and Snelling Dams and Reservoirs to be constructed on the Merced River by the Merced Irrigation District of California. This degree of participation is similar to authorizations previously granted for the Oroville and Cherry Valley Reservoirs, also in California. There are adequate safeguards in the proposed amendments to protect the interest of the United States. These principal safeguards are as follows:

(a) The actual amount of Federal contribution shall be determined by the Secretary of the Army in cooperation with the Merced Irrigation District, and shall be subject to a finding by the Secretary of the Army, approved by the President, of economic justification for the flood-control allocation.

(b) Prior to the Federal contribution an agreement must be reached between the Federal Government and the Merced Irrigation District, assuring that the reservoir will be operated so as to produce the flood-control benefits upon which the allocation is predicated.

(c) Operation of the dam for flood control shall be in accordance with rules prescribed by the Secretary of the Army in accordance with existing law, which is similar to other dams not under the jurisdiction of the Corps of Engineers but having flood-control benefits, for which operating rules are prescribed.

(d) The rate of contribution on an annual basis during the construction period shall not exceed an amount which reflects the relative value of the flood-control portion in comparison to the total cost.

(e) The authority is limited to 4 years, and if construction is not undertaken within that period, the authority shall expire. The House recedes.

Amendment No. 121: This amendment added a new section 205 to the bill.

This section would authorize Federal participation to the extent justified by flood-control benefits only, in the proposed multiple-purpose dam and reservoir, or dams and reservoirs, to be constructed on the Mokelumne River by the East Bay Municipal Utility District of Oakland, Calif. This degree of participation is similar to that authorized by section 104, and in previous authorizations granted for the Oroville and Cherry Valley Reservoirs, also in California. There are the same safeguards for the protection of the interests of the United States in this project as was included for the Merced River development included in section 104, and for previous similar authorizations. In addition, provisions have been made to include adequate provision for

mitigation of damages to fish and wildlife, consistent with the other purposes of the project. The House recedes.

Amendment No. 122: This amendment added a new section 206 to the bill.

The purpose of section 206 is to authorize the Secretary of the Army, through the Chief of Engineers, to compile and disseminate information on floods and flood damages, including identification of areas subject to inundation by floods of various magnitudes and frequencies. Authority would also be given to provide advice to local interests for their use in planning to ameliorate flood hazards. Section 206 would authorize the allotment from flood control appropriations of sums not to exceed \$1 million in any one fiscal year for compilation and dissemination of such information.

This legislation would meet a growing need at the local level for information about flood problems, damages, and hazards, and measures for their amelioration. Data and engineering advice would be made available for specific localities only upon the request of a State or responsible local governmental agency and upon the approval of the Chief of Engineers, Department of the Army. Information and assistance of this kind would provide a basis at the local level for the planning of flood control projects, for the regulation of flood plain use in many rapidly growing communities, for city planning (especially in the planning of urban renewal projects), for the development of flood insurance programs, and for other purposes. Such a program could yield large returns in the form of reductions in future flood losses and should reduce future demands for Federal expenditures for flood-control works.

The conference committee amendment strikes out the words "heretofore or" for the purpose of insuring that only future appropriations will be available for the purposes of this section. The House recedes.

Amendment No. 123: This amendment added a new section 207 to the bill.

This section authorizes the Chief of Engineers to utilize existing public roads as a means of providing access during construction to authorized water resource development projects, if he determines it to be in the public interest and would result in a saving in Federal cost over the cost of constructing a new road at Federal expense. The Chief of Engineers would be authorized to improve, reconstruct, and maintain such roads, or contract with the local authority having jurisdiction over the roads to accomplish the necessary work, and he may acquire necessary lands or easements if deemed advisable. Upon completion of the project, if considered necessary, the road will be restored to as good condition as it was before using for access purposes, after which the responsibility of the Chief of Engineers for improvement, reconstruction, and maintenance would cease.

This section also clarifies the responsibility of the Chief of Engineers with respect to replacement of existing public roads necessitated by construction of water resource development projects, as to service to be provided and design standards. The design standards for the substitute road will be based on the traffic existing at time of taking, in determination of the classification of the substitute road.

Amendment No. 125: This a technical renumbering amendment. The House recedes.

FLOOD CONTROL SURVEYS

The following Senate amendments added to the House-passed bill directed flood control surveys to be made at the following localities. The House recedes with respect to each of these amendments: 126, 127, 129, 130, 131, 132, 133, and 134.

These amendments cover the following flood-control surveys:

(126) Ogunquit, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Old Orchard, Cape Elizabeth, Portland, and Phippsburg, and adjacent coastal areas, Maine.

(127) Patuxent River, Maryland.

(129) Indian River and other streams draining into Indian Lake and Lake Michigan in the vicinity of Manistique, Michigan.

(130) Atherton Creek, San Mateo County, California.

(131) Wildcat and San Pablo Creeks, Contra Costa County, California.

(132) Streams in Marin County, California, flowing into Richardson Bay, an arm of San Francisco Bay, including Coyote Creek and Arroyo Corte Madera del Presidio Creek.

(133) Island of Hawaii, State of Hawaii, construction of dikes, barriers, or walls, to protect lives and property from lava flows resulting from volcanic eruption.

(134) Kahoma Stream, Island of Maui, Hawaii.

Amendment No. 128: Senate amendment numbered 128 provided for a flood control survey at the Pithlachascotee River and certain other specified areas in Florida. The conference substitute was designed to correct a typographical error contained in the Senate amendment.

Amendment No. 135: This amendment added a new section 209 to the bill authorizing the Chief of Engineers to investigate and study in cooperation with Texas State agencies with a view to devising effective means of recharging and replenishing the Edwards Underground Reservoir as part of the plans for flood control and water conservation in the Nueces, San Antonio, and Guadalupe River Basins of Texas. It requires a contribution on the part of the State to the extent that the Secretary deems appropriate and requires a joint report signed by representatives of Texas and the Chief of Engineers. The House recedes.

Amendment No. 136: This amendment added a new section 210 to the bill. It provides, in addition to previous authorizations, an authorization of \$60,000,000 for continuing the works in the Missouri River Basin. The House recedes.

Amendment No. 137: This amendment added a new section 211 to the bill. This section authorizes the Secretary of the Army to pay to any bona fide lessee or permittee owning improvements which are or were situated on a railroad right-of-way the fair market value of any such improvements which have been or will be rendered inoperative or be otherwise adversely affected by the construction of the Tuttle Creek Reservoir project on the Blue River, Kansas, as determined by the Secretary or by the United States District Court for the District of Kansas on which jurisdiction is conferred for purposes of making this determination. The Secretary of the Army is authorized to provide necessary funds for this purpose from any moneys appropriated for the construction of the Tuttle Creek Reservoir project. The House recedes.

Amendment No. 139: This amendment is a technical renumbering amendment. The House recedes.

Amendment No. 140: This is an amendment redating the bill made necessary by the passage of time. The House recedes.

Amendment No. 152: This is an amendment to renumber title IV of the Senate amendment as title III, made necessary in view of the fact that the Senate receded on all of title III as proposed to be added by their amendments.

Amendment No. 153: Reported in disagreement. The managers on the part of the House intend to offer a motion to establish as a declaration of policy that owners and tenants of property acquired for public works projects be paid a just and reasonable consideration therefor and to authorize the

Secretary of the Army in negotiating for the purchase of such property to pay a purchase price which will take into consideration that policy.

Amendment No. 154: Reported in disagreement. The managers on the part of the House intend to offer a motion to require that certain information be disseminated to owners and occupants of property to be acquired for public works projects by the United States in order that they be fully informed as to their rights.

Amendment No. 163: This is a technical renumbering amendment.

CLIFFORD DAVIS,
JOHN A. BLATNIK,
ROBERT E. JONES,
JOHN F. BALDWIN, Jr.,
WILLIAM C. CRAMER,

Managers on the Part of the House.

ADJOURNMENT

Mr. RANDALL. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to.

Accordingly (at 8 o'clock and 14 minutes p.m.), the House, pursuant to its previous order, adjourned until tomorrow, Friday, July 1, 1960, at 11 o'clock a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

2311. A letter from the Administrator, General Services Administration, transmitting the report of the Archivist of the United States on records proposed for disposal under the law; to the Committee on House Administration.

2312. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, Department of the Army, dated June 16, 1960, submitting a report, together with accompanying papers and illustrations, on an interim report on Farmington River Basin, Conn. and Mass., requested by resolution of the Committee on Public Works, U.S. Senate, adopted on September 14, 1955. It is also in final response to resolution of the Committee on Public Works, House of Representatives, adopted on June 13, 1956 (H. Doc. No. 443); to the Committee on Public Works and ordered to be printed with two illustrations.

2313. A letter from the Assistant Secretary of Defense (Supply and Logistics), transmitting reports on Army, Navy, and Air Force prime contract awards to small and other business firms completed during the month of April 1960, pursuant to section 10(d) of the Small Business Act; to the Committee on Banking and Currency.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. BROOKS of Louisiana: Committee on Science and Astronautics. Report on supersonic air transports (Rept. No. 2041). Referred to the Committee of the Whole House on the State of the Union.

Mr. DAWSON: Committee on Government Operations. Nineteenth report on military supply management (Rept. No. 2042). Referred to the Committee of the Whole House on the State of the Union.

Mr. DAWSON: Committee on Government Operations. H.R. 11539. A bill to authorize the Administrator of General Services to release the recapture provisions contained in the conveyance of certain real property to the city of Little Rock, Ark., and for other purposes; without amendment (Rept. No. 2043). Referred to the Committee of the Whole House on the State of the Union.

Mr. LANE: Committee on the Judiciary. S. 3053. An act for the relief of the State of Connecticut; without amendment (Rept. No. 2054). Referred to the Committee of the Whole House on the State of the Union.

Mr. ROGERS of Texas: Committee on Interior and Insular Affairs. S. 68. An act to provide for continued delivery of water under the Federal reclamation laws to lands held by husband and wife upon the death of either; without amendment (Rept. No. 2055). Referred to the Committee of the Whole House on the State of the Union.

Mr. BARDEN: Committee on Education and Labor. H.R. 12699. A bill to cancel a deed of trust to the United States from the predecessor in name of Gallaudet College and any evidences of indebtedness related to the same transaction, to quiet the college's title to property belonging to it, and for other purposes; without amendment (Rept. No. 2056). Referred to the Committee of the Whole House on the State of the Union.

Mr. BARDEN: Committee on Education and Labor. H.R. 12458. A bill to increase the amount authorized to be appropriated for the work of the President's Committee on Employment of the Physically Handicapped; without amendment (Rept. No. 2057). Referred to the Committee of the Whole House on the State of the Union.

Mr. WILLIS: Committee on the Judiciary. H.R. 12208. A bill to amend section 3568 of title 18, United States Code, to provide for reducing sentences of imprisonment imposed upon persons held in custody for want of bail while awaiting trial by the time so spent in custody; with amendment (Rept. No. 2058). Referred to the House Calendar.

Mr. WILLIS: Committee on the Judiciary. H.R. 9523. A bill to simplify the payment of certain miscellaneous judgments and the payment of certain compromise settlements; without amendment (Rept. No. 2060). Referred to the Committee of the Whole House on the State of the Union.

Mr. McMILLAN: Committee of conference. H.R. 11135. A bill to aid in the development of a unified and integrated system of transportation for the National Capital region; to create a temporary National Capital Transportation Agency; to authorize creation of a National Capital Transportation Corporation; to authorize negotiation to create an interstate transportation agency; and for other purposes. (Rept. No. 2061). Ordered to be printed.

Mr. SHEPPARD: Committee of conference. H.R. 12231. A bill making appropriations for military construction for the Department of Defense for the fiscal year ending June 30, 1961, and for other purposes. (Rept. No. 2062). Ordered to be printed.

Mr. THOMAS: Committee of conference. H.R. 11776. A bill making appropriations for sundry independent executive bureaus, boards, commissions, corporations, agencies, and offices, for the fiscal year ending June 30, 1961, and for other purposes. (Rept. No. 2063). Ordered to be printed.

Mr. DAVIS of Tennessee: Committee of conference. H.R. 7634. A bill authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes. (Rept. No. 2064). Ordered to be printed.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. LANE: Committee on the Judiciary. H.R. 9041. A bill for the relief of Joseph Starker; with amendment (Rept. No. 2044). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. H.R. 10627. A bill for the relief of Naman Louis; with amendment (Rept. No. 2045). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. H.R. 11380. A bill for the relief of Mr. Joe J. Farmer; without amendment (Rept. No. 2046). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. H.R. 11757. A bill for the relief of Mary A. Combs; with amendment (Rept. No. 2047). Referred to the Committee of the Whole House.

Mr. KASEM: Committee on the Judiciary. H.R. 8166. A bill for the relief of the Crum-McKinnon Building Co., Billings, Mont.; with amendment (Rept. No. 2048). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. House Resolution 585. Resolution providing for sending the bill, H.R. 11905, with accompanying papers, to the Court of Claims; without amendment (Rept. No. 2049). Referred to the Committee of the Whole House.

Mr. WALTER: Committee on the Judiciary. S. 2369. An act for the relief of Sachiko Kato; without amendment (Rept. No. 2050). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. S. 2388. An act relating to the separation and retirement of John R. Barker; without amendment (Rept. No. 2051). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. S. 2353. An act for the relief of Col. John A. Ryan, Jr.; without amendment (Rept. No. 2052). Referred to the Committee of the Whole House.

Mr. LANE: Committee on the Judiciary. S. 2770. An act for the relief of Borinquen Home Corp.; without amendment (Rept. No. 2053). Referred to the Committee of the Whole House.

Mr. WALTER: Committee on the Judiciary. H.R. 1464. A bill for the relief of Dr. Josephine L. Go and Dr. Welles P. Go; with amendment (Rept. No. 2059). Referred to the Committee of the Whole House.

PUBLIC BILLS AND RESOLUTIONS

Under clause 4 of rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. HALPERN:

H.R. 12894. A bill to amend section 601(a) and section 901 of the Federal Aviation Act of 1958 to provide for the issuance of rules and regulations pertaining to the elimination or minimization of aircraft noise nuisance and hazards to persons or property on the ground, and to provide for penalties for the violation thereof; to the Committee on Interstate and Foreign Commerce.

By Mr. KOWALSKI:

H.R. 12895. A bill to amend the National Labor Relations Act to provide that under certain circumstances it shall be an unfair labor practice for an employer who moves his operations to a new location to refuse employment to his former employees who are qualified to perform work done at such

new location; to the Committee on Education and Labor.

By Mr. BAILEY:

H.R. 12896. A bill to amend the National School Lunch Act to provide for a more equitable distribution of the funds available under such act, and for other purposes; to the Committee on Education and Labor.

By Mr. ANFUSO:

H.R. 12897. A bill to prohibit the transfer to the General Services Administration of custodial employees in the postal field service; to the Committee on Post Office and Civil Service.

By Mr. FLOOD:

H.R. 12898. A bill relating to the construction, maintenance, and operation of an interoceanic canal over Nicaraguan territory; to the Committee on Merchant Marine and Fisheries.

By Mr. HALPERN:

H.R. 12899. A bill for the establishment of the U.S. Commission on the Aging and Aged; to the Committee on Education and Labor.

H.R. 12900. A bill to amend the Civil Service Retirement Act to authorize the retirement of employees after 30 years of service without reduction in annuity; to the Committee on Post Office and Civil Service.

H.R. 12901. A bill to amend the Internal Revenue Code of 1954 to provide that the cost of all medicine and drugs for the taxpayer and his spouse, rather than only the excess over 1 percent of adjusted gross income as otherwise provided, may be included in computing the medical expense deduction where such taxpayer or spouse is 65 or over; to the Committee on Ways and Means.

By Mr. McDOWELL:

H.R. 12902. A bill to assist in the promotion of economic stabilization by requiring the disclosure of finance charges in connection with extensions of credit; to the Committee on Banking and Currency.

By Mr. SHORT:

H.R. 12903. A bill to adjust the rates of compensation of employees in the postal field service, to establish a temporary Commission on Federal Civilian Employees Compensation Policy, and for other purposes; to the Committee on Post Office and Civil Service.

By Mr. REES of Kansas:

H.J. Res. 775. Joint resolution authorizing the President to issue a proclamation calling upon the people of the United States to commemorate with appropriate ceremonies the 100th anniversary of the admission of

the State of Kansas into the Union; to the Committee on the Judiciary.

By Mr. AVERY:

H.J. Res. 776. Joint resolution authorizing the President to issue a proclamation calling upon the people of the United States to commemorate with appropriate ceremonies the 100th anniversary of the admission of the State of Kansas into the Union; to the Committee on the Judiciary.

By Mr. HALPERN:

H.J. Res. 777. Joint resolution to provide for a conference consisting of Federal, State, and local officials, and members of public and private groups or organizations to consider and propose methods of, and to coordinate action for, combating the traffic in obscene matters and materials; to the Committee on the Judiciary.

By Mr. McDOWELL:

H. Res. 591. Resolution expressing the sense of the House of Representatives that the Government of the United States should seriously consider the withdrawal of diplomatic recognition of the present Government of Cuba; to the Committee on Foreign Affairs.

By Mr. PHILBIN:

H. Res. 592. Resolution extending greetings and felicitations of the House of Representatives to the people of Gardner, Mass., on the occasion of the 175th anniversary of their community; to the Committee on the Judiciary.

MEMORIALS

Under clause 4 of rule XXII,

The SPEAKER presented a memorial of the Legislature of the State of Hawaii, memorializing the President and the Congress of the United States relative to requesting an appropriation to implement the Federal Flood Insurance Act of 1956 (ch. 1025, Public Law 1016, 84th Cong.), which was referred to the Committee on Appropriations.

PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. BOLAND:

H.R. 12904. A bill authorizing the President of the United States of America to present a gold medal to Robert Frost, a New England poet; to the Committee on Banking and Currency.

By Mr. BURKE of Massachusetts:

H.R. 12905. A bill authorizing the President of the United States of America to present a gold medal to Robert Frost, a New England poet; to the Committee on Banking and Currency.

By Mr. DENT:

H.R. 12906. A bill for the relief of Domenico Antonelli; to the Committee on the Judiciary.

By Mr. DONOHUE:

H.R. 12907. A bill for the relief of Dr. Perkins Peng Keng Chang; to the Committee on the Judiciary.

By Mrs. KELLY:

H.R. 12908. A bill for the relief of Irene Kemeny; to the Committee on the Judiciary.

By Mr. LIPSCOMB:

H.R. 12909. A bill for the relief of Edvige Cianciulli; to the Committee on the Judiciary.

By Mr. RABAUT:

H.R. 12910. A bill for the relief of Vinicio Ferretti; his wife, Vivete Ferretti; and their minor child, Maria Ferretti; to the Committee on the Judiciary.

By Mr. RAY:

H.R. 12911. A bill for the relief of Juan Antonio Oominguez-Aboroa; to the Committee on the Judiciary.

By Mr. ZELENKO:

H.R. 12912. A bill for the relief of Madalen Haas; to the Committee on the Judiciary.

PETITIONS, ETC.

Under clause 1 of rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

518. By Mr. GEORGE P. MILLER: Petition of 309 persons urging the withdrawal of the congressional mandate of the House Un-American Activities Committee to the Committee on Rules.

519. By Mr. VANIK: Resolution adopted by the City Council of the City of Cleveland, Ohio, memorializing the President and the Congress of the United States to take appropriate action to designate the first Monday in November of each year, commencing with the year 1960, as "Woman's Right to Vote Day" and to establish said day as a national legal holiday; to the Committee on the Judiciary.

520. By The SPEAKER: Petition of Harold Elsten, New York, N.Y., relative to the case of *Harold Elstein, Petitioner v. the United States of America and Federal Communications Commission*; to the Committee on the Judiciary.

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11. TRANSPORTATION. Both Houses agreed to the conference report on H. R. 11135, to aid in the development of a coordinated system of transportation for the National Capital region; to create a temporary National Capital Transportation Agency; etc. This bill will now be sent to the President. pp. 14300-1, 14337
12. FLOOD CONTROL. Both Houses agreed to the conference report on H. R. 7634, the omnibus flood control and rivers and harbors bill, and acted on amendments in disagreement. This bill will now be sent to the President. pp. 14405-9, 14312-20
13. COLOR ADDITIVES. Sen. Javits inserted the conclusions and recommendations of a study issued by the White House on the use of color additives in food, and his motion was tabled to reconsider the vote by which S.2197, to regulate the use of color additives in food, was passed. pp. 14301-2
14. RECLAMATION. Passed as reported S. 2195, to authorize the Secretary of the Interior to construct the western division of the Dalles Federal reclamation project, Ore. pp. 14419-20
15. SMALL BUSINESS. Passed with amendments H. R. 11207, to authorize additional funds for small-business loans and to encourage additional use of small business by Government contracting agencies. pp. 14424-7
16. PUBLIC HEALTH. Passed as reported H. R. 6871, to amend the Public Health Service Act so as to authorize project grants for graduate training in public health. pp. 14376-7
17. CONTRACTS; PURCHASING. Sen. Douglas criticized purchasing policies of Government agencies, particularly the purchase of supplies by agencies when surplus supplies were already available in the Government, and inserted several items on this matter. pp. 14231-6

HOUSE

8. FOREST ROADS. Received the conference report on H. R. 10495, authorizing appropriations for highway construction for fiscal 1962 and 1963, including forest highways and forest development roads and trails (pp. 14338-9). As reported by the conferees the bill authorizes \$33,000,000 for forest highways for each of the fiscal years 1962 and 1963, and \$35,000,000 and \$40,000,000 for the fiscal years 1962 and 1963, respectively, for forest development roads and trails, and authorizes an additional \$500,000 for construction of road on forest land in Ga. (H. Rept. 2080)
19. CROP INSURANCE; LANDS; CONSERVATION. The Agriculture Committee voted to report (but did not actually report) the following bills: p. D650
 - H. R. 5743, to amend the Federal Crop Insurance Act to permit inclusion of administrative costs in insurance premiums;
 - H. R. 10784 (amended), to provide that the payment for the lands covered by the Act of September 9, 1959 (Keosauqua lands), may be made on a deferred basis;
 - H. R. 11917 (amended), to authorize the Secretary of Agriculture to convey certain lands in Lassen County, California, to the city of Susanville, California;
 - H. R. 12849 (amended), to protect farm and ranch operators making certain land use changes under the Great Plains conservation program and the soil bank program against loss of cropland acreage and acreage allotments;

H. R. 12860 (amended), authorizing the Secretary of Agriculture to convey certain lands to Auburn University, Auburn, Ala.;

S. 2772, to authorize the Secretary of Agriculture to convey land in the town of Cascade, El Paso County, Colorado;

S. 3665, to authorize the Secretary of Agriculture to grant an easement over certain lands to the trustees of the Cincinnati Southern Railway, their successors and assigns;

S. 3070, to provide for the removal of restriction on use with respect to certain lands in Morton County, North Dakota, conveyed to the State of North Dakota on July 20, 1955;

S. 2919, to provide that the Secretary of the Smithsonian Institution shall study and investigate the desirability and feasibility of establishing and maintaining a national tropical botanic garden;

S. 1857, to establish minimum standards for the exportation of grapes and plums.

20. WATERSHEDS. The Public Works Committee approved watershed projects for Big Prairie and French Creeks, Ala.; Mill Run, Penn.; and Town Fork Creek, N. C. p. 14308

The "Daily Digest" states that the Agriculture Committee approved a watershed project in Texas and one in Indiana. p. D650

21. PROPERTY IMPORTS. By a vote of 124 to 61, agreed to a motion by Rep. Flynt to strike out the enacting clause on H. R. 9996, to amend the Federal Property and Administrative Services Act of 1949 so as to prescribe procedures to insure that foreign excess property which is disposed of overseas will not be imported into the U. S. to the injury of the economy of this country. This action has the effect of killing the bill. pp. 14323-37

22. FLOOD CONTROL. The Public Works Committee reported with amendment H. R. 2185, to authorize modification of local participation in flood control projects in depressed areas (H. Rept. 2067). p. 14374

23. RECREATION. Passed as reported H. R. 900, to provide that 75% of all moneys derived by the U. S. from certain recreation activities in connection with lands acquired for flood control and other purposes shall be paid to the State. p. 14349

24. GOVERNMENT ORGANIZATION. Rep. Lindsay inserted a speech by Gov. Rockefeller which includes the Governor's recommendations as to reorganization in the executive branch. pp. 14359-62

25. DEPRESSED AREAS; INDUSTRIAL LOANS. Rep. Flood urged consideration of a bill to "allow banks and lending institutions to rediscount their industrial mortgages with the Federal Government following generally the same pattern as Fannie Mae mortgages" and the establishment of an Area Redevelopment Administration which he says would be of assistance to a self-help program for depressed area redevelopment. pp. 14367-72

26. COCONUT MEAT. Both Houses received and the Senate adopted the conference report on H. R. 11748, to continue until the close of June 30, 1961, the suspension of duties on metal scrap, which as amended by the Senate creates a specific tariff classification for certain imported coconut meat (H. Rept. 2074). pp. 14340, 14376

All Senators will recall the several instances of abuse of the rule which have occurred during this session of Congress.

In the second half of the 20th century, the courtly procedures of the late 18th century frequently seem out of place. Ordinary courtesy, however, is still the rule of conduct between mature individuals. In the heat of debate, Senators may violate rule XIX, section 2, and, if they do, should properly be required to take their seats. However, I submit this should never be done unilaterally entirely upon motion of another Senator who takes affront. In each instance the Chair should state whether, in its opinion, the rule has, in fact, been violated. If the Chair's ruling is in the negative, the Senator should be permitted to proceed without taking his seat, subject to an appeal from a ruling of the Chair. Similarly, if the Chair rules adversely to the Senator holding the floor, the latter should have the right to appeal from the ruling of the Chair before being required to take his seat.

The present custom is, of course, a minor abuse, but if the Senate is in the mood to revise other and more important rules of procedure, it would be a good time to take care of this one too.

SUGGESTED AMENDMENT TO RULE XIX, SECTION 4

This section of the rule should be amended to read as follows. The new matter is enclosed in brackets:

If any Senator, in speaking or otherwise, [in the opinion of the Presiding Officer,] transgress the rules of the Senate, the Presiding Officer shall, [either on his own motion at the request of any other Senator,] call him to order; and when a Senator shall be called to order he shall sit down, and not proceed without leave of the Senate, which, if granted, shall be upon motion that he be allowed to proceed in order, which motion shall be determined without debate: [Provided, however, That any Senator directed by the Presiding Officer to sit down, or any Senator requesting the Presiding Officer to require a Senator to sit down, may appeal from the ruling of the chair, which appeal shall be open to debate].

6. THE HABIT OF PASSING LEGISLATION UNDER UNANIMOUS CONSENT AGREEMENTS AS DAMAGING TO FREE DEBATE

Every Senator is aware of what happens when a unanimous-consent agreement is entered into. Senators rush from the floor, leaving a mere handful to conduct the debate under the agreement. If the unanimous-consent agreement calls for more than a very limited amount of time, the proponents do not bother to stay to hear the opponents and vice versa.

Practically the only way to assure even a limited debate on a matter subject to a unanimous-consent agreement is to yield back all time except 5 or 10 minutes on either side, require a live quorum and assure all Senators a vote will be had within 10 or 20 minutes of the conclusion of the quorum.

Under these circumstances, I submit that unanimous consent agreements should be the exception, rather than the rule, in the Senate. If the other reforms outlined above are successful in curtailing debate within reasonable limits, the need for legislating under unani-

mous consent agreements will largely disappear.

CONCLUSION

It is the contention of the Senator from Pennsylvania that the present rules of the Senate are obsolete, unworkable in the modern world, and a real danger to our American form of Government at the Federal level. The political lag in reforming these rules which we have permitted ourselves should promptly be brought to an end.

The next President of the United States, who I believe will be a Democrat, will present to the Senate in his State of the Union message and other messages during the early days of January, a comprehensive legislative program which the Senate majority should be eager to adopt after a reasonable consideration. In fact, it is not too much to state that we should have another 100 days, starting next January, similar to the first 3½ months of the first administration of Franklin Roosevelt in 1933. The international situation is as critical today as domestic conditions were then. There is a huge logjam of needed domestic legislation piled up behind the indifferent and conservative outlook of the Eisenhower administration. That logjam will break in January. The Senate should be prepared to guide the logs on their way down the stream toward a better America.

RIVERS AND HARBORS AND FLOOD CONTROL ACT—CONFERENCE REPORT

Mr. KERR. Mr. President, I submit a report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 7634) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes. I ask unanimous consent for the present consideration of the report.

The PRESIDING OFFICER. The report will be read for the information of the Senate.

The legislative clerk read the report. (For conference report, see House proceedings of June 30, 1960, pp. 14204-14205, CONGRESSIONAL RECORD.)

The PRESIDING OFFICER. Is there objection to the present consideration of the report?

There being no objection, the Senate proceeded to consider the report.

Mr. KERR. Mr. President, after extended negotiations with the Bureau of the Budget and sessions in conference with the House conferees, we are happy to bring to the Senate the conference report, which has already been accepted by the House, on a bill for a great program of flood control, navigation projects, and water resource development programs. It has been accepted in principle by representatives of the Bureau of the Budget, who made it quite clear that they were not speaking for the President. Insofar as they were concerned, we made amendments and changes, both as to the projects that were included and with reference to in-

cluded projects, which gave us the assurance that if the bill were passed it would be accepted at the White House.

I yield to the Senator from South Dakota [Mr. CASE], the ranking Republican member on the Committee on Public Works, who has rendered such heroic service in the development of this bill and who has been with me all the way through the committee and the Senate and the conference.

Mr. CASE of South Dakota. Mr. President, at the outset, let me say that the bill represents a landmark in the handling and treatment of omnibus rivers and harbors bills. I say "landmark" because the conferees returned to the Senate a bill, in the form of a conference report, with the rough spots worked out in advance. We do not expect a veto of this bill when it goes to the White House. We do not anticipate, as we anticipated a couple of years ago, that the bill will be vetoed. Senators will remember that we went up the hill, came down the hill, went up the hill again, came down the hill again, and finally went up the hill again before we got an acceptable bill. In this instance, we have tried to get over the rough spots in advance. I think we have done that.

The chairman of the subcommittee, who handled the bill for the subcommittee and for the full committee, both in the hearings and in the full committee, and on the floor of the Senate, and who served as chairman of the conference, is the distinguished senior Senator from Oklahoma [Mr. KERR]. He did masterful work. If I was able to contribute by following his lead, I was glad to do so. But to him belongs the major credit for the successful form of the bill at this time.

There are two or three things in the bill, which is presented in the form of a conference report, to which attention should be called. First, the bill as now presented includes a considerable number of projects which were not in the bill when it originally passed the House. But those who comment or reflect upon the bill should bear in mind that the bill which originally passed the House passed that body in July 1959.

It is true that when the bill was presented to the Senate, there were many projects which were not in the bill as it passed the House. On paper, it is going to make the bill presented by the Senate committee much larger in the number of projects, much larger in total dollar authorizations, than the bill the House had presented. But anyone who knows the procedure with respect to surveying and reporting on studies by the Corps of Army Engineers will know that in the past year many projects have been reported on. Many projects which had been reported on at the time the House passed the bill, but had not cleared the Bureau of the Budget, have cleared the Bureau of the Budget within the past year. So the bill, even as it passed the Senate, had many projects which were cleared; that had been cleared at the time the bill passed the House earlier.

When we went to conference, the Bureau of the Budget had major objections to about \$149 million worth of

projects. I may say, to the credit of the distinguished Senator from Illinois [Mr. DIRKSEN], the minority leader, that when he pointed out, in the consideration of the bill before it went to conference, that in carrying the flag, he had to carry the flag even though it hurt some of his projects, he gave a clue to the conference which we accepted, and the conference deleted the Illinois Waterway project which was marked for \$114 million in its authorization. The deletion of that single project, with a price tag of \$114 million, went a long way toward curing objections to the \$149 million worth of projects which the Bureau of the Budget questioned.

At the same time, in deleting that project, we were deleting a project which had a favorable benefit-cost ratio. It is a project which probably will be authorized in time. However, the evidence before the committee—the evidence brought to the conferees—was that it was a project which could be deferred for some years, at least, without material injury to the value, or without great injury to the public value, convenience, or necessity. When we deleted that project, which we did with the implied approval of the Senator from Illinois, we went a long way toward meeting the objections of the Bureau of the Budget.

Finally, I invite the attention of the Senate to what is a landmark in legislative development, so far as public works projects are concerned. I call attention to the presence in the bill now, as it proceeds to enactment, with the adoption of the conference report, of what will be known as the Land Acquisition Policy Act of 1960. It is title 3 of the bill as it now appears. The Committee on Public Works has made history with title 3 of the omnibus rivers and harbors bill in the last two instances. Two years ago, in 1958, the Senator from Oklahoma took the lead in fighting for a title in the bill which would deal with water supply. The omnibus rivers and harbors bill of 1958 contained a title 3, dealing with water supply. It already has made history, and will make more.

The bill before the Senate contained a title 3, which would have established a recreation policy with respect to public works projects. That policy was contained in title 3 as it passed the Senate originally. However, we were not able to secure the concurrence of the House conferees on the title 3 dealing with recreation in the original bill passed by the Senate. We had, however, a title 4 in the bill as it passed the Senate, which now becomes title 3. It is entitled "Land Acquisition Policy Act of 1960."

Again, this title 3 writes history, so far as public works projects are concerned. In the form in which it passed the Senate, the bill contained two major parts. The first part dealt with a declaration of policy and a requirement for public hearings. The second part would have created a study commission to study land acquisition policies of the several Federal agencies.

In order that the land study commission would not result in a deferment of justice in cases already under review by the Corps of Engineers or the Depart-

ment of Justice, it was provided that an interim payment could be made for the values not covered in a fair-value appraisal, by payments not to exceed 20 percent of the appraised value.

The House conferees objected strenuously to that part of the title. As a result the conferees on the part of the Senate agreed to drop the provisions of what is now title 3, which would have created a study commission, with the proviso for the interim payments up to 20 percent.

However, there remains in title 3 the declaration of policy and the requirement for the dissemination of information. The declaration of policy creates and establishes authority for the Secretary of the Army, or his designees, in negotiation for the purchase of property for public works projects, to pay a purchase price which will take into consideration a policy of a just and reasonable consideration. I shall read the declaration of policy, because, if I do not, I fear Senators will pass it over in the RECORD. I think Senators should know about it, for the bill now provides

DECLARATION OF POLICY

SEC. 301. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America shall be paid a just and reasonable consideration therefor. In order to facilitate the acquisition of land and interests therein by negotiation with property owners, to avoid litigation and to relieve congestion in the courts, the Secretary of the Army (or such other officers of the Department of the Army as he may designate) is authorized in any negotiation for the purchase of such property to pay a purchase price which will take into consideration the policy set forth in this section.

Mr. President, I ask unanimous consent that the next section of the bill, section 302, entitled "Dissemination of information," may be printed at this point in the RECORD, so that the entire Land Policy Acquisition Act, title 3 of the bill will appear at one place in the RECORD.

There being no objection, section 302 was ordered to be printed in the RECORD, as follows:

DISSEMINATION OF INFORMATION

SEC. 302. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and any other requirements affecting owners and occupants. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the proposed plans for acquisition and to afford them an opportunity to comment. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) factors considered in making the appraisals; (2) desire to purchase property without going to court; (3) legal right to submit to

condemnation proceedings; (4) payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required from occupants of Government acquired land; (8) withdrawals by owners of deposits made in court by Government, and (9) use of land by owner when easement is acquired. The provisions of this section shall not subject the United States to any liability nor affect the validity of any acquisitions by purchase or condemnation and shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237).

Mr. CASE of South Dakota. Mr. President, title 3 is the outgrowth of complaints which have come to the attention of members of the Committee on Public Works that in many instances acquisitions were being made which were unfair to the landowners, and that a policy was being followed of getting the appraisals which would be the bare physical value of the property based upon an examination of court records and sales in which there were a willing seller and a willing buyer.

But we found that the following of that policy was throwing a heavy burden on the Federal courts. Persons whose homes were being taken for large public works projects, and who did not wish to sell their homes, and who had invested their life savings in that land, were being required to turn their property over to the Federal Government for amounts for which they would not willingly sell their property. We found that in many instances such persons were losing their homes and were losing their incomes and were losing their farms, and were receiving cash allowances which, although they might conform to bare market values, were not sufficient to enable those persons to become rehabilitated. We found that those persons were being dispossessed of their homes, and of their farms on which they were making a livelihood, and perhaps were required to pay a capital gains tax which would leave them in much worse financial condition than they had been in, and were left without funds with which to purchase replacement homes, much less with sufficient funds to be able to be guaranteed a livelihood.

We found that as a result of that policy—and it was true to a very marked degree in my State—when large areas were being taken for huge reservoirs, hundreds of cases were coming up in the Federal courts, and the courts were clogged, even after the appointment of an additional Federal judge and the appointment of commissioners to handle these cases; and in many instances there were long delays in taking the land and in making settlement for the land.

The committee held hearings. Several witnesses came from Oklahoma, several came from Kentucky, and several came from South Dakota. They testified in such a manner that the committee was convinced that something must be done about this situation. The Corps of Engineers agreed to review the cases in which final settlements had not been achieved. The Department of Justice was consulted.

I can state for the record—and I am sure the Senator from Oklahoma will concur—that the language embodied in title 3 as the land acquisition policy was prepared for us, at our request, in consultation with the Department of Justice. Both the House conferees and the Senate conferees were advised that the Department of Justice welcomed this language of title 3, believing that it would lead to relief of the congestion in the courts, and would save money for the Government, and would save money for the people whose property was being taken, by making it possible to negotiate the settlements in many of these cases and to achieve justice for the landowners more quickly and without the delay involved by having cases taken to court.

I hope the Senator from Oklahoma will confirm my statement about this matter and my statement that this language was acceptable and was prepared by the Department of Justice.

Mr. KERR. Mr. President, the Senator from South Dakota is correct. The language was worked out after extensive consultation with the Bureau of the Budget and the Department of Justice, and after working out what all Senators concerned felt was a very much needed improvement in the land acquisition policy, and it was not only acceptable to the Bureau of the Budget and to the Department of Justice, but it was also urged upon the conference committee by the Department of Justice.

Mr. CASE of South Dakota. Mr. President, in concluding my remarks, I desire to thank the Senator from Oklahoma [Mr. KERR] and the other Senate conferees for the diligent work they did. The chairman of the full committee, the senior Senator from New Mexico [Mr. CHAVEZ], was of immense help to the Senate conferees in carrying forward the recommendations of the Subcommittee on Rivers and Harbors. Also, I particularly appreciate the cooperation of the Senator from Michigan [Mr. McNAMARA] and the Senator from Kentucky [Mr. COOPER], who served with us as Senate conferees on this measure.

I think the result is a good one, and one which we can commend to the Senate, believing that the projects will add to the total wealth of the country and will be of aid to all the States, and that the new features written into the bill will make the projects more worthwhile and of greater benefit and greater acceptance to all concerned.

Mr. KERR. Mr. President, I wish to express my appreciation to the distinguished Senator from South Dakota [Mr. CASE] for what he has said; and again I acknowledge his distinguished leadership in the development of this bill and this program.

Mr. President, I ask that the conference report be approved.

The PRESIDING OFFICER. The question is on agreeing to the report.

Mr. BUSH. Mr. President, I wish to make a brief statement in connection with the report.

Mr. KERR. Mr. President, I desire to make other statements about the report; therefore, I ask that the Senator from Connecticut be permitted to make his

statement, without causing me to lose the floor.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered.

Mr. BUSH. Mr. President, I wish to state that, particularly in recent years, since the very damaging floods in Connecticut in 1955, the distinguished Senator from Oklahoma [Mr. KERR], the chairman of the full committee [Mr. CHAVEZ], and the Senator from South Dakota [Mr. CASE] have shown very compassionate interest in the problems created in our section of the country by those terrible floods. I appreciate very much the consideration they have shown me this year when I have presented certain projects which have been incorporated in the bill. I am very grateful to them for that consideration and courtesy and cooperation.

Mr. President, I wish to have the RECORD to show that I am opposed to House amendment No. 64 and to the other House amendments concerning cost-sharing, for reasons which I have previously stated in the RECORD. These amendments compound the inequities involved in present cost-sharing arrangements for flood control, instead of eliminating such inequities, as I have advocated.

Mr. President, let me state that I am very grateful to my friend, the Senator from Oklahoma [Mr. KERR], for the courtesy he has accorded me tonight.

Mr. FULBRIGHT. Mr. President, I wish to join in the commendations of the distinguished Senator from Oklahoma [Mr. KERR] for the work he has done on this program year after year. I know that the people of my State appreciate very much, indeed, the leadership the Senator from Oklahoma has given in this field.

The PRESIDING OFFICER. The question is on agreeing to the conference report.

The report was agreed to.

The PRESIDING OFFICER laid before the Senate a message from the House of Representatives announcing its action on certain amendments of the Senate to House bill 7634, which was read as follows:

IN THE HOUSE OF REPRESENTATIVES, U.S.,
July 1, 1960.

Resolved, That the House agree to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 7634) entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes."

That the House recede from its disagreement to the amendment of the Senate Numbered 15 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Pascagoula Harbor, Mississippi: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project authorized by the River and Harbor Act of 1954 (Public Law 790, Eighty-third Congress), House Document Numbered 98, Eighty-sixth Congress, to determine if further modification is warranted, and further modification of the project is hereby authorized as determined to be

justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

That the House recede from its disagreement to the amendment of the Senate Numbered 34 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Hilo Harbor, Hawaii: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of a sea-wall to protect against tidal waves and excessive high tides, and the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

That the House recede from its disagreement to the amendment of the Senate Numbered 44 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"SEC. 105. The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project for improvement of the Missouri River between Sioux City, Iowa, and the mouth, authorized by the River and Harbor Act approved March 2, 1915, to determine if modification is warranted to provide for a lake in the abandoned river channel of the Missouri River between river miles 710 and 715 for recreational purposes, by means of: (a) Construction of a levee extending along the left bank of the new channel to be constructed in the Middle Decatur Bend area of the Missouri River; and (b) construction of hydraulic-fill closures at both ends of the old channel, and such modification is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

That the House recede from its disagreement to the amendment of the Senate Numbered 62 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The plan for flood protection on the Chicopee River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 434, Eighty-sixth Congress, at an estimated cost of \$5,180,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 63 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection on the Westfield River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 109, Eighty-sixth Congress, at an estimated cost of \$3,240,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 64 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The plan for flood control and related purposes on the Farmington River, Connecticut and Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 443, Eighty-sixth Congress, at an estimated cost of \$12,052,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 84 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"(c) East Point, Louisiana: House Document Numbered 406, Eighty-sixth Congress, at an estimated cost of \$273,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition

tion of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 85 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"(d) Garland City, Arkansas: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of emergency bank protection at Garland City, Arkansas, and the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

That the House recede from its disagreement to the amendment of the Senate Numbered 87 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Arkansas, is hereby authorized substantially in accordance with plan I as contained in House Document Numbered 225, Eighty-sixth Congress, at an estimated cost of \$294,000: *Provided*, That the Secretary of the Army is hereby authorized and directed to cause a restudy to be made under the direction of the Chief of Engineers of plan III as contained in the House Document Numbered 225, Eighty-sixth Congress, and to report to Congress his findings thereon."

That the House recede from its disagreement to the amendment of the Senate Numbered 93 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for the Coralville Reservoir on Iowa River in Iowa, as authorized by the Act of June 28, 1938 (52 Stat. 1215), is hereby modified in order to provide for a highway bridge across Coralville Reservoir at or near the Mehaffy site, such site to be mutually satisfactory to the Secretary of the Army, the chief engineer, Iowa State Highway Commission, and the Board of Supervisors of Johnson County, Iowa, to replace the previously existing bridge crossing of Johnson County on County Road Y. Such bridge shall be constructed under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with such plans as may be approved by the Chief of Engineers and the chief engineer, Iowa State Highway Commission: *Provided*, That prior to the award of any contract for the construction of the bridge or the approach roads authorized by this paragraph, local interests, acting through the Board of Supervisors of Johnson County, Iowa, shall contribute toward the cost of the construction of such bridge and approach roads such amounts as the Secretary of the Army shall determine to be equitable, and the United States shall pay all other costs of such bridge and approach roads."

That the House recede from its disagreement to the amendment of the Senate Numbered 96 and agree to the same with an

amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection in the Gering and Mitchell Valleys, Nebraska, authorized by the Flood Control Act of July 3, 1958 (Public Law 500, Eighty-fifth Congress), in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 139, 84th Congress, is hereby modified to provide for such revisions in project scope and purposes due to changed conditions as may be found necessary by the Chief of Engineers, to provide needed protection in Gering Valley: *Provided*, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility report, which shall be coordinated with the Soil Conservation Service, for the approval of the President which shall set forth the plan of improvement, its economic justification, and his recommendations for local cooperation except that construction shall not be initiated until the expiration of the first period of 60 calendar days of continuous session of the Congress following the date on which such report is transmitted to it but only if between the date of transmittal and the expiration of such 60-day period such report is not disapproved by Congress."

That the House recede from its disagreement to the amendment of the Senate Numbered 97 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project for flood protection at Sioux Falls, South Dakota, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, Eighty-third Congress, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 133, Eighty-fourth Congress, to determine whether extension of the authorized project to include flood protection in the reach between Western Avenue and Cherry Rock Dam is justified, and such modification is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

That the House recede from its disagreement to the amendment of the Senate Numbered 98 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

The project for flood protection on Vermillion River, South Dakota, is hereby authorized substantially in accordance with recommendations of the Chief of Engineers in House Document Numbered 426, Eighty-sixth Congress, at an estimated cost of \$6,010,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are

furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 108 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection on Loyalhanna Creek, at Latrobe, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 383, Eighty-sixth Congress, at an estimated cost of \$2,568,300. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 111 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"GILA RIVER BASIN

"The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate Numbered 112 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"WHITEWATER RIVER BASIN, CALIFORNIA

"The project for flood protection on Tahchevah Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 171, Eighty-

sixth Congress, at an estimated Federal cost of \$1,105,000: *Provided*, That non-Federal interests shall bear 50 percent of the cost of the project including the cost of lands, easements, rights-of-way, and relocations."

That the House recede from its disagreement to the amendment of the Senate Numbered 116 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

GLEASON CREEK, NEVADA

"The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 388, Eighty-sixth Congress, at an estimated cost of \$450,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate numbered 117 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"GREAT SALT BASIN, UTAH

"The project for flood protection on the Salt Lake City streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

That the House recede from its disagreement to the amendment of the Senate numbered 153 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"DECLARATION OF POLICY

"SEC. 301. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America

shall be paid a just and reasonable consideration therefor. In order to facilitate the acquisition of land and interests therein by negotiation with property owners, to avoid litigation and to relieve congestion in the courts, the Secretary of the Army (or such other officers of the Department of the Army as he may designate) is authorized in any negotiation for the purchase of such property to pay a purchase price which will take into consideration the policy set forth in this section."

That the House recede from its disagreement to the amendment of the Senate Numbered 154 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"DISSEMINATION OF INFORMATION

"SEC. 302. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and any other requirements affecting owners and occupants. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the proposed plans for acquisition and to afford them an opportunity to comment. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) factors considered in making the appraisals; (2) desire to purchase property without going to court; (3) legal right to submit to condemnation proceedings; (4) payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required from occupants of Government acquired land; (8) withdrawals by owners of deposits made in court by Government, and (9) use of land by owner when easement is acquired. The provisions of this section shall not subject the United States to any liability nor affect the validity of any acquisitions by purchase or condemnation and shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237)."

On page 10 of the House Engrossed bill, line 14, strike out "Numbered —," and insert in lieu thereof "Numbered 41,".

Mr. KERR. Mr. President, I move that the Senate concur in the amendments of the House to the amendments of the Senate numbered 15, 34, 44, 62, 63, 64, 84, 85, 87, 93, 96, 97, 98, 103, 111, 112, 116, 117, 153, and 154.

The PRESIDING OFFICER. The question is on agreeing to the motion of the Senator from Oklahoma.

The motion was agreed to.

Mr. KERR. Mr. President, I move that the action whereby the conference report was approved and the amendments of the House to the amendments of the Senate were accepted be reconsidered.

Mr. JOHNSON of Texas. Mr. President, I move to lay that motion on the table.

The motion to lay on the table was agreed to.

ESTABLISHMENT OF U.S. OFFICE OF AGING

Mr. McNAMARA. Mr. President, on behalf of myself and Senators BARTLETT, CLARK, RANDOLPH, LONG of Hawaii, McCARTHY, HART, HUMPHREY, MURRAY, YARBOROUGH, and ENGLE, I send a bill to the desk, and ask that it be appropriately referred.

The PRESIDING OFFICER. The bill will be received and appropriately referred.

The bill (S. 3793) to establish the U.S. Office of Aging, introduced by Mr. McNAMARA (for himself and other Senators), was received, read twice by its title, and referred to the Committee on Labor and Public Welfare.

Mr. McNAMARA. Mr. President, it is one of the great achievements of history that there are now 16 million Americans over age 65, and 20 million will be over 65 just 15 years from now. We are faced with a population explosion at the far end of life's cycle.

Instead of boasting of machines and gimmicks, let us boast of human beings. Let us boast that while once even the wealth of monarchs could not prevent early mortality, people of every income and social level now can expect long lives. Of all the revolutions wrought in this revolutionary 20th century, this is one of the most profound.

It brings us to a new frontier in the history of man's development, a frontier roughly comparable to the human territory opened up by the invention of psychology and psychiatry.

Living longer means that the entire territory of innate resources must be explored minutely. Insight and perception, imagination and creativity must be cultivated to their fullest. They must be given the setting and climate in which to flower.

Let us bend some of the ingenuity which has devised so many marvelous machines—electronic brains, stereophonic phonographs, weather satellites—to the greater task of making life worth living for the millions of us who are reaching retirement age.

A DECLARATION OF OBJECTIVES FOR SENIOR AMERICANS

What objectives should the Nation seek for and with its senior citizens? An adequate income; the best possible physical and mental health; suitable housing, independently selected; full restorative services for those who require institutional care; opportunity for employment with no discrimination because of age; retirement in health, honor and dignity; pursuit of meaningful activity; efficient community services when needed; immediate benefits from proven research knowledge; and freedom, independence and the free exercise of individual initiative.

In other words, America's senior citizens want and need society's recognition that they are people like the rest of us, with problems like ours which differ only in degree, not in kind.

UNITED STATES OFFICE OF THE AGING

I propose today that we establish an agency in the Federal Government dedicated to working toward the accomplish-

ment of these objectives as a matter of basic national concern. We are ready for and we require a high-level agency, created and backed by the Congress, to serve as an eloquent spokesman for senior citizens everywhere.

When the Subcommittee on Problems of the Aged and Aging published its report in January 1960, we pointed out that:

A major need of America's aged and aging is a central agency in the Federal establishment to represent them and their problems. As of now there is no single office legislatively authorized to serve as a clear point of contact for expressing the views, needs, grievances, and desires of the elderly.

We therefore recommended that:

Legislation be considered in 1960 to establish a U.S. Office of the Aging concerned full time with the full range of problems of America's senior citizens.

What would be the functions of the Office?

It would serve as a Federal clearing-house for information from all the public and private groups which concern themselves with the problems of the elderly.

It would stimulate programs for the elderly on the Federal, State, and local levels and would assist the Secretary of Health, Education, and Welfare, to make recommendations in this field.

It would promote research and demonstration projects, such as senior centers, counselling programs, and studies of what social, recreational, and training programs and facilities are needed in the field.

It would make possible the coordination of the many isolated programs for the elderly now being carried on by such independent agencies as the Veterans' Administration and the Housing and Home Finance Agency.

Each of the 50 States has its own programs for the elderly, but assessing the work and using the information acquired by the other 49 States is virtually impossible because of the lack of a coordinating agency.

It would provide stimulation, guidance and assistance to States and localities, to organizations and groups working in the field of aging through technical, professional advice and conferences.

It would administer grants to public and nonprofit groups to establish and evaluate demonstration programs of various kinds to enlarge the civic contributions of our senior citizens and to enhance their personal growth.

It would identify unmet needs and formulate plans for dealing with them.

It could work with industry, labor, farm and other groups for greater utilization of the potentials of older citizens.

As the subcommittee commented in its report, "The creation of a U.S. Office of Aging will not automatically solve the problems of senior citizens." But setting up an Office, providing it with funds, personnel and the authority necessary to give full attention to those problems would be a major advance in devising the means of dealing with them.

Right now, we are without a central core of direction and coordination in this

field. The U.S. Office of Aging would constitute that core.

The executive branch of the Federal Government recognizes and represents within its departments a multitude of interests and activities important to this Nation.

There is an Assistant Secretary of Interior for Fish and Wildlife, and one for Mineral Resources, and one for Public Land Management, and still another for Water and Power. In the Bureau of Mines, there is a Division of Minerals, a Division of Petroleum, a Division of Anthracite, and a Division of Bituminous Coal.

I use these examples not because there is any question in my mind that the services they perform are essential, but to give a picture of how carefully represented are many of our national interests which do not match in depth and scope the problems of the elderly.

The proposed Office of Aging is not a suggestion to add more desks, telephones and offices in Washington. But after years of reports, studies and conferences, it is now certain that unless a specific agency is created with power and responsibility to seek action, very little will be done. These problems are not going to diminish or oblige those who would rather talk than act. They are with us now; they will be even more with us in the future.

Someone has to have full-time responsibility, backed by professional knowledge and ability and the strong desire to represent effectively in the Federal Government a group now buffeted about from agency to agency in fragmented fashion.

There are currently many bits and pieces of programs for older persons in the Federal Government. More than two dozen agencies each try to deal with some isolated aspect of aging. The U.S. Office of Aging would not assume any of these functions; it would stimulate, consult and provide a means of coordination, but it would not function as a direct operating agency.

A background paper on Federal organizations and programs has been prepared for the 1961 White House Conference on Aging, which shows the scattering of approaches within the Federal Government to problems of older persons. Five separate departments have functions dealing with the older persons, and five additional independent agencies are concerned within their specific fields.

It is asserted by this administration that the Federal Council on Aging is already performing the stimulating, coordinating functions of an Office of Aging.

Let me set this matter straight. The Council is a part-time interdepartmental committee which merely reviews existing programs. Its members are the Secretaries of the Departments and the heads of the independent agencies mentioned above. The Office of Defense Mobilization and the National Science Foundation are also represented.

The Council meets infrequently, and in its 4 years of existence has never recommended a single piece of legislation.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. THOMAS. I yield to the gentleman from Iowa.

Mr. GROSS. May I ask the gentleman if those two buildings that were taken out of the appropriation bill on the point of order—

Mr. THOMAS. By the Gross point of order; yes, sir.

Mr. GROSS. Well, that is a pretty good point of order, I will say.

Mr. THOMAS. No argument on that point.

Mr. GROSS. Are they provided for in this bill; the buildings?

Mr. THOMAS. Yes, they are.

Mr. GROSS. Well, let me ask the gentleman if the amendment on page 16 of the bill still prevails.

Mr. THOMAS. They are provided for in this bill; the four of them.

Mr. GROSS. Well, are they in there under this language: "subject to the provision of any such approval adopted by the Committee on Public Works."

Mr. THOMAS. That approval has been granted, and we will give you the dates of the two bodies, the other body and our own body. The language is in the bill, and it was put in by the other body, and, as a matter of ultra precaution, we did not strike it out.

Mr. GROSS. So the authorizing language has gone through?

Mr. THOMAS. Yes.

Mr. HOFFMAN of Michigan. Mr. Speaker, will the gentleman yield?

Mr. THOMAS. I yield to the gentleman from Michigan.

Mr. HOFFMAN of Michigan. On this monitoring provision, has the gentleman consulted the gentleman from California [Mr. Moss]? I am asking in good faith.

Mr. THOMAS. No, we have not.

Mr. HOFFMAN of Michigan. For more than 4 years he has been chairman of the subcommittee asking the departments for information. Just a couple of weeks ago, we put through a bill which enabled the Commissioner to monitor information which we should have as to a certain project. What is going to be the effect now if you get this in? Are the findings of the Moss committee, which are valuable, to be disregarded?

Mr. THOMAS. May I say to our beloved friend, it was my understanding that the gentleman from California [Mr. Moss], was more or less concerned with the agencies' withholding information in the form of printed releases.

Mr. HOFFMAN of Michigan. Is that true with the newspapers? They were the ones that were pushing that issue. Here, if I get it right, you want the right, or this Commission, to have the authority of monitoring; is that right? Does that mean suppressing?

Mr. THOMAS. Of course it does not.

Mr. HOFFMAN of Michigan. What does it mean?

Mr. THOMAS. It means you are giving them a little money to listen to the programs, and when they listen to them, that is all the authority they have, to be honest about it.

Mr. HOFFMAN of Michigan. If that is all there is to the legislation why pay anyone to listen?

Mr. HARRIS. Mr. Speaker, will the gentleman yield, since my name has been brought into this?

Mr. THOMAS. I will be delighted to.

Mr. HARRIS. Mr. Speaker, I can appreciate the concern of some people about providing additional employees, but the Federal Communications Act itself specifically prohibits censorship. You might call this compliance or monitoring or whatever you want to, but the fact remains that the Federal Trade Commission would tell us that in matters of this kind they have no jurisdiction; it is the jurisdiction of the Federal Communications Commission. The Federal Communications Commission would say "We do not have any agency personnel set up for this kind of program." Now, are we going to proceed with this kind of a procedure where no one has anything to say whether or not these matters of deceptive practices, and so forth, are to be looked into? That is all this does, and I think it should be approved.

Mr. THOMAS. I thank the gentleman.

Mr. WALTER. Mr. Speaker, will the gentleman yield?

Mr. THOMAS. I yield to the gentleman from Pennsylvania.

Mr. WALTER. Is it not a fact that the very thing that is being questioned here today has been done ever since the act was put on the statute books?

Mr. THOMAS. Why, of course. The act specifically says there will be no censorship.

Mr. Speaker, I yield such time as he may desire to the gentleman from New York [Mr. OSTERTAG].

Mr. OSTERTAG. Mr. Speaker, as one of the conferees I should like to say that I believe we brought back a good and reasonable report. It is a sound compromise with the Senate on this important appropriation bill which covers funds of many independent agencies. I think it is important for us to bear in mind that this bill in its entirety as it was submitted by the Budget amounted to \$8,417 million. The Senate increased it over the Budget, but in resolving the differences of all these independent agencies, this conference report comes back to you \$151 million less than the Senate appropriation bill as passed by the other body. It is \$125 million over the bill as passed by the House. In this difference or increase over the original bill, you will find the restoration of funds for certain public buildings which have since been authorized. I think we have arrived at a sound and sane solution of all these items. I am pleased with the agreements reached with the conferees of the other body, and recommend the adoption of this conference report.

Mr. BROOKS of Louisiana. Mr. Speaker, if the gentleman will yield, can he tell me what is the total overall increase over the House bill in the appropriation for NASA?

Mr. THOMAS. Thirty-nine million dollars.

Mr. OSTERTAG. The amount as it comes back to us in this conference re-

port is exactly the same as submitted by the budget. That is approximately \$39 million over the House Bill as we passed it.

Mr. BROOKS of Louisiana. Some amount was restored for salaries, is not that correct?

Mr. OSTERTAG. It was restored to the Budget level. This is an increase of over \$4 million for this purpose, and I might add that funds have been restored for research and construction to the Budget level. This totals about \$39 million.

Mr. YATES. Mr. Speaker, will the gentleman yield?

Mr. THOMAS. Yes.

Mr. YATES. As a matter of fact, I had a conference with the head of the Space Agency yesterday and he said that he thought the amount was satisfactory for his purposes.

Mr. THOMAS. Mr. Speaker, I yield such time as he may consume to the gentleman from Florida [Mr. HERLONG].

(Mr. HERLONG asked and was given permission to speak out of order and to revise and extend his remarks.)

Mr. HERLONG. Mr. Speaker, for the second time in this graduation season the press last Wednesday night reported a disgraceful incident which reflects, not on the great organization concerned, but on the training which some of our youth is receiving.

I refer to the action of a high school honor graduate about 2 weeks ago in refusing to accept the American Legion's good citizenship award because, he said, he could not respect its policies; and to the account of the exhibition of boorish conduct which on Wednesday greeted a similar award to a young man who is said to have an appointment to the United States Naval Academy.

What are these policies of the American Legion which some of our brightest youth proclaim that they cannot respect?

To uphold and defend the Constitution of the United States of America.

To maintain law and order.

To foster and perpetuate a 100-percent Americanism.

To inculcate a sense of individual obligation to the community, State, and Nation.

To combat the autocracy of both the classes and the masses.

To make right the master of might.

To promote peace and good will on earth.

To safeguard and transmit to posterity the principles of justice, freedom, and democracy.

I state as a general principle that any American should subscribe wholeheartedly and enthusiastically to those policies which I have just quoted. God help our country if the preservation of our way of life is ever entrusted to and depends on those who proclaim their disrespect for our country and for its Constitution.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. THOMAS. I yield to the gentleman from Iowa.

Mr. GROSS. I want to join with the gentleman from Tennessee [Mr. EVANS] in objecting to the program of spending millions upon millions of dollars for more

buildings in the District of Columbia. I regret very much that the committee saw fit to put millions for that purpose in this bill after it was stricken when the bill was originally before the House.

Mr. THOMAS. We will try to hold it down in the future.

The SPEAKER. The question is on the conference report.

The conference report was agreed to.

The SPEAKER. The Clerk will report the first amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 1: Page 2, line 12, insert the following: "not to exceed \$6,000 for emergency and extraordinary expenses to be expended under the direction of the Director for such purposes as he deems proper, and his determination thereon shall be final and conclusive; and not to exceed \$900,000 for expenses of travel;"

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. THOMAS moves that the House recede from its disagreement to the amendment of the Senate numbered 1 and concur therein with an amendment, as follows: In lieu of the sum named therein insert \$2,500.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 12: Page 6, line 22, insert the following: "and the Act of August 28, 1938 (49 Stat. 956), as amended by the Act of August 27, 1951 (65 Stat. 198), is hereby repealed."

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 18: Page 13, line 23, insert the following: "Provided, That the Commission is authorized, subject to the procedures prescribed in the Classification Act of 1949, as amended, but without regard to the numerical limitations contained therein, to place six General Schedule positions in the following grades: four in Grade GS-18, one in grade GS-17, and one in grade GS-16; and such positions shall be in addition to positions previously allocated to this agency under section 505 of said Act."

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 23: Page 16, line 18, insert the following: "subject to approval of any such project by resolutions adopted by the Committee on Public Works of the Senate and House of Representatives, respectively."

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 44: Page 19, line 9, insert the following:

"CONSTRUCTION, FEDERAL OFFICE BUILDING NUMBERED 7, WASHINGTON, DISTRICT OF COLUMBIA

The appropriation contained in the Independent Offices Appropriation Act, 1959, under the head 'Construction, United States Court of Claims and Federal Office Building, Washington, District of Columbia' is hereby made available for expenses necessary for the preparation of plans and specifications for a building in Washington, District of Columbia, for use of agencies of the executive branch of the Government without provision of space for the United States Court of Claims."

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 47: Page 22, line 14, insert the following: *Provided further*, That during the current fiscal year, there shall be no limitation on the value of surplus strategic and critical materials which, in accordance with section 6(a) of the Strategic and Critical Materials Stock Piling Act (50 U.S.C. 98e(a)), may be transferred to stockpiles established in accordance with said Act: *Provided further*,"

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. THOMAS moves that the House recede from its disagreement to the amendment of the Senate numbered 47 and concur therein with an amendment, as follows: After the word "transferred" insert "without reimbursement"

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 52: Page 26, line 9, insert the following: "In disposing of surplus real estate and buildings a reasonable period of time shall be allowed for local governmental units to perfect a comprehensive and coordinated plan of use and procurement."

Mr. THOMAS. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

A motion to reconsider the votes by which action was taken on the several motions was laid on the table.

RIVER AND HARBOR AND FLOOD CONTROL ACT—CONFERENCE REPORT

Mr. DAVIS of Tennessee. Mr. Speaker, I call up the conference report on the bill (H.R. 7634), authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and I ask unanimous consent that the statement on the part of the managers be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. WALTER). Is there objection to the re-

quest of the gentleman from Tennessee [Mr. DAVIS].

There was no objection.

(For conference report and statement see proceedings of the House June 30, 1960.)

The Clerk proceeded to read the statement.

Mr. DAVIS of Tennessee. Mr. Speaker, because the conference report and statement has been made a part of the RECORD, and further because the report and statement is in document form, I ask unanimous consent that further reading be dispensed with.

The SPEAKER pro tempore. Is there objection?

There was no objection.

The SPEAKER pro tempore. The gentleman from Tennessee is recognized.

Mr. DAVIS of Tennessee. Mr. Speaker, the conference on the part of the House and Senate was a thorough and exhaustive one on this public works authorization bill.

The House will recall that on July 16, 1959, this House unanimously passed its bill. Some projects were added in the other body.

We come back today with a bill confident that it has met all of the objections of the interested agencies and the Budget Bureau, and we are equally confident that it will receive careful and favorable attention by the President of the United States.

Mr. Speaker, I move the adoption of the conference report.

Mr. CRAMER. Mr. Speaker, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Florida.

Mr. CRAMER. Is it correct that the conference report, as reported by the conferees, eliminated projects that were disagreed to by the Executive?

Mr. DAVIS of Tennessee. That is correct.

Mr. CRAMER. And it brought them into conformity with Executive recommendations with these amendments; and, in effect, the House bill as it passed the House in July was in conformity and this report brings the Senate bill substantially into conformity?

Mr. DAVIS of Tennessee. That is correct.

Mr. CRAMER. The House bill included only \$658 million. The Senate increased it to \$1,580 million. In other words, the Senate added about \$924 million. Of course this caused us considerable concern. The reasons for that increase are threefold. First, there were \$359 million worth of projects added. I ask the gentleman if that is not correct.

Mr. DAVIS of Tennessee. That is correct.

Mr. CRAMER. Resulting from increases in modifications of flood control basic authorizations necessitated between the time when the House passed the bill nearly a year ago and when the Senate passed the bill recently.

Mr. DAVIS of Tennessee. That is correct.

Mr. CRAMER. And, second, about \$300 million was added in rivers and harbors, which were processed and cleared in the passage of time between when the

House passed the bill and when the Senate passed the bill.

Mr. DAVIS of Tennessee. That is correct. The House must know we have to authorize these basin projects in advance so that they will have an umbrella under which the appropriation can be worked. We had to increase the monetary authorizations to take care of the situation which the gentleman from Florida has stated.

Mr. CRAMER. I have had some questions asked on this side with regard to the bill. This \$924 million added in the Senate included about \$357 million, plus \$300 million, as I have stated for a total of \$657 million was added as a result of the passage of time and is not in controversy. This, third, leaves only about \$170 million of projects in controversy. Is that not correct?

Mr. DAVIS of Tennessee. That is absolutely correct.

Mr. CRAMER. And of this \$170 million of projects in controversy, the conferees excluded from the bill approximately \$125 million worth of Federal money involved in those projects, leaving about \$45 million of those projects. I ask the gentleman if it is not correct that those \$45 million worth of projects were brought into conformity with recommendations by the Bureau of the Budget and the Corps of Army Engineers.

Mr. DAVIS of Tennessee. That is right.

Mr. CRAMER. I think this job is a monumental one on the part of the House conferees in that it recognizes the sound principles established in the final passage of the 1958 authorization bill which had been twice vetoed by the President because of its pork barrel nature.

Mr. Speaker, I ask for the adoption of the conference report.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield.

Mr. GROSS. What I am just hearing now shows that the passage of time can be very expensive, does it not?

Mr. DAVIS of Tennessee. Yes. It is regrettable that this bill was not acted on by the other body at the time we acted so promptly.

Mr. TELLER. Mr. Speaker, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield.

Mr. TELLER. I would like to ask the distinguished gentleman from Tennessee who has done such an able job of bringing this bill to the floor with the conference report today: Could you tell us the reasons why the conferees did not adopt the provisions inserted by the Senate Committee on Public Works for the establishment of a commission to study the adequacy of compensation in Federal real property land acquisitions as proposed in my bill, H.R. 1066?

Mr. DAVIS of Tennessee. I am glad to answer the gentleman from New York. The House Committee has had no hearings at all on this important item. It was thought that this should be a matter which should have early attention in the Congress next year.

Mr. TELLER. The gentleman knows that I have long advocated that in the matter of land acquisition the Department of the Army should pay reasonable compensation for property in some additional amount not specified in the bill.

Mr. DAVIS of Tennessee. I think I can clarify that. In other words, the Department of the Army would not be required to pay the reimbursement price. But that section more appropriately provides for the relief of congestion now in the Federal courts. Prolonged condemnation proceedings, will be made unnecessary.

Mr. TELLER. Are not the people of this country entitled to the same kind of treatment when their property is condemned by the Federal Government? We are proposing to give different treatment to people whose property is condemned by the Army.

Mr. DAVIS of Tennessee. I cannot agree with the gentleman for I think this is a very fair provision. I see nothing unfair or inequitable about it.

Mr. TELLER. I think it is a fair provision, but should it not be extended to apply to all the people of the country?

Mr. DAVIS of Tennessee. We expect; to go into that next year. I am glad the gentleman brought it up.

Mr. TELLER. Mr. Speaker, as I have indicated on the floor of the House on many occasions, the problem of adequate compensation to those affected by Government improvement projects has long been of concern to me. For this reason I sponsored a bill in the 85th Congress and reintroduced in the 86th Congress which was referred to the Committee on Public Works. I understand that the executive agencies have no objection to the bill and some of them have even endorsed the commission study.

I was, therefore, gratified when the Senate committee, after considering the matter, added certain provisions concerning land acquisition to the rivers and harbors bill providing, among other things, for a commission along the lines that I have urged. My gratification, of course, was short lived because of the action of the conferees in taking out this provision. In place of the study commission it is my observation that, while well-meaning high-sounding phrases have been inserted in the conference report—and in the amendment to the act—as to the intent of Congress concerning payment in land acquisitions, they will be of no effect in relieving those who are hurt by any project; but, contrariwise, they will not even give moral support to people in my district who are just as effectively displaced by urban renewal and other city-type projects as those who are displaced by the Secretary of the Army in rural-type flood protection projects.

The need for uniformity was never greater. Proof of this is the fact that we have seen again in this session of Congress further random effort on a piecemeal basis to take care of isolated cases of inadequate compensation paid in connection with Federal projects.

It is my hope that the House Committee on Public Works will promptly

move to consider H.R. 1066, which I have referred to before and which is pending before the committee. Because it is my thought, Mr. Speaker, that in the circumstances where the other body has already indicated its concurrence in this approach that, if the Public Works Committee could hold hearings on the bill and report it out after the recess, we could still adopt the authorization for the commission this session of Congress and have the study begun immediately without further delay.

Mr. BALDWIN. Mr. Speaker, I rise in support of the conference report on H.R. 7634. It has been a privilege to serve as one of the five House conferees on this measure, under the able chairmanship of the gentleman from Tennessee [Mr. DAVIS]. The House conferees had a preliminary meeting at which we agreed that we were highly desirous of obtaining a bill that the President would feel he could properly sign. We therefore took the position that we must eliminate those projects which were not economically justified, and provide that those projects on which departmental reports have not been filed, should not be constructed until such reports are filed. Fortunately, the Senate conferees agreed with us that this course of action should be taken. As a result, the conference report has eliminated a number of economically unjustified projects and requires the filing of favorable departmental reports before a number of other projects can be constructed. In addition we have reduced the Federal contribution on a considerable number of additional projects. We have saved the taxpayers over \$138 million in the elimination of projects and in the reduction of Federal contributions on other projects.

The SPEAKER pro tempore. The question is on the conference report.

The conference report was agreed to.

The SPEAKER pro tempore. The Clerk will report the first amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 15: Page 5, line 7, insert:

"Pascagoula Harbor, Mississippi: Modification of the project authorized by the River and Harbor Act of 1954 (Public Law 790, Eighty-third Congress), House Document Numbered 98, Eighty-sixth Congress, to provide for a channel thirty-eight feet deep and three hundred and twenty-five feet wide through Horn Island Pass, thence thirty-five feet deep and two hundred and seventy-five feet wide through Mississippi Sound and up the Pascagoula River to the vicinity of the Ingalls Shipbuilding Corporation, in accordance with plans to be prepared by the Chief of Engineers, at an estimated cost of \$850,000, subject to conditions of local cooperation as prescribed by the Chief of Engineers;"

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 15 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be

inserted by the Senate amendment insert the following:

"Pascagoula Harbor, Mississippi: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project authorized by the River and Harbor Act of 1954 (Public Law 790, Eighty-third Congress), House Document Numbered 98, Eighty-sixth Congress, to determine if further modification is warranted, and further modification of the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of sixty calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 34: Page 11, line 7, insert:

"Hilo Harbor, Hawaii: Emergency construction of a seawall to protect against tidal waves and excessive high tides, in accordance with plans on file in the office of the Chief of Engineers, at an estimated cost of \$7,000,000."

Mr. DAVIS of Tennessee. Mr. Chairman, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate No. 34 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Hilo Harbor, Hawaii: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of a seawall to protect against tidal waves and excessive high tides, and the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of sixty calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 44: On page 17, line 14, insert:

"SEC. 105. That the project for improvement of the Missouri River between Sioux City, Iowa, and the month, authorized by the River and Harbor Act approved March 2, 1945, is hereby modified to provide for a lake in the abandoned river channel of the Missouri River between river miles 710 and 715 for recreational purposes, by means of: (a) Construction of a levee extending along the left bank of the new channel to be constructed in the Middle Decatur Bend area of the Missouri River; and (b) construction of hydraulic-fill closures at both ends of the old channel, substantially in accordance with plans to be prepared by the Chief of Engineers, at an estimated Federal cost of \$155,000: *Provided*, That responsible local interests furnish assurances satisfactory to the Secretary of the Army that they will (a) hold and save the United States free from damages; and (b) maintain and operate the project modification after completion in accordance with regulations to be prescribed by the Secretary of the Army."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate No. 44 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"SEC. 105. The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project for improvement of the Missouri River between Sioux City, Iowa, and the month, authorized by the River and Harbor Act approved March 2, 1945, to determine if modification is warranted to provide for a lake in the abandoned river channel of the Missouri River between river miles 710 and 715 for recreational purposes, by means of: (a) Construction of a levee extending along the left bank of the new channel to be constructed in the Middle Decatur Bend area of the Missouri River; and (b) construction of hydraulic-fill closures at both ends of the old channel, and such modification is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of sixty calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 62: On page 26, line 17, insert:

"The plan for flood protection on the Chicopee River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$5,180,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate No. 62 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The plan for flood protection on the Chicopee River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 434, Eighty-sixth Congress, at an estimated cost of \$5,180,000. No obligation shall be incurred for the cost of this project where the flood-control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood-control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 63: On page 26, line 22, insert:

"The project for flood protection on the Westfield River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report dated June 1, 1960, at an estimated cost of \$3,240,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 63 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection on the Westfield River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 109, Eighty-sixth Congress, at an estimated cost of \$3,240,000. No obligation shall be incurred for the cost of this project where the flood-control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood-control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 64: On page 27, line 3, insert:

"The plan for flood control and related purposes on the Farmington River, Connecticut and Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated March 29, 1960, at an estimated cost of \$12,052,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate numbered 64 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The plan for flood control and related purposes on the Farmington River, Connecticut and Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 443, Eighty-sixth Congress, at an estimated cost of \$12,052,000. No obligation shall be in-

curred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 84: On page 32, line 9, insert:

"(c) East Point, Louisiana: House Document Numbered 406, Eighty-sixth Congress, at an estimated cost of \$273,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 84 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"(c) East Point, Louisiana: House Document Numbered 406, Eighty-sixth Congress, at an estimated cost of \$273,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 85: On page 32, line 12, insert:

"(d) Garland City, Arkansas, Emergency Bank Protection: In accordance with plans on file in the Office of Engineers, at an estimated cost of \$1,750,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 85 and agree to the same with an amendment, as

follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"(d) Garland City, Arkansas: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of emergency bank protection at Garland City, Arkansas, and the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 87: On page 32, line 22, insert:

"Modification of the existing flood protection project for Village Creek, White River and Mayberry Levee Districts, White River, Arkansas, is hereby authorized substantially in accordance with plan III, as contained in House Document Numbered 225, Eighty-sixth Congress, at an estimated cost of \$1,322,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 87 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"Modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Arkansas, is hereby authorized substantially in accordance with plan I as contained in House Document Numbered 225, Eighty-sixth Congress, at an estimated cost of \$294,000: *Provided*, That the Secretary of the Army is hereby authorized and directed to cause a restudy to be made under the direction of the Chief of Engineers of plan III as contained in the House Document Numbered 225, Eighty-sixth Congress, and to report to Congress his findings thereon."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 93: On page 37, line 10, insert:

"The project for the Coralville Reservoir on Iowa River, Iowa, as authorized by the Act of June 28, 1938 (52 Stat. 1215), is hereby modified to provide for construction of a highway bridge across said reservoir at or near the Mahaffy site, to replace the existing bridge crossing of Johnson County on County Road Y, under the direction of the Secretary of the Army and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, at an estimated cost of not to exceed \$1,180,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the bridge."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the

amendment of the Senate numbered 93 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for the Coralville Reservoir on Iowa River in Iowa, as authorized by the Act of June 28, 1938 (52 Stat. 1215), is hereby modified in order to provide for a highway bridge across Coralville Reservoir at or near the Mahaffy site, such site to be mutually satisfactory to the Secretary of the Army, the chief engineer, Iowa State Highway Commission, and the Board of Supervisors of Johnson County, Iowa, to replace the previously existing bridge crossing of Johnson County on County Road Y. Such bridge shall be constructed under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with such plans as may be approved by the Chief of Engineers and the chief engineer, Iowa State Highway Commission: *Provided*, That prior to the award of any contract for the construction of the bridge or the approach roads authorized by this paragraph, local interests, acting through the Board of Supervisors of Johnson County, Iowa, shall contribute toward the cost of the construction of such bridge and approach roads such amounts as the Secretary of the Army shall determine to be equitable, and the United States shall pay all other costs of such bridge and approach roads."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 96: on page 38, line 13, insert:

"The project for flood protection in the Gering and Mitchell Valleys, Nebraska, authorized by the Flood Control Act of July 3, 1958 (Public Law 500, Eighty-fifth Congress), in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 139, Eighty-fourth Congress, is hereby modified to provide for such revisions in project scope and purposes due to changed conditions as may be found necessary by the Chief of Engineers, to provide needed protection in Gering Valley: *Provided*, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility report, which shall be coordinated with the Soil Conservation Service, for the approval of the Public Works Committees of the Congress which shall set forth the plan of improvement, its economic justification, and his recommendations for local cooperation."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 96 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection in the Gering and Mitchell Valleys, Nebraska, authorized by the Flood Control Act of July 3, 1958 (Public Law 500, Eighty-fifth Congress), in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 139, Eighty-fourth Congress, is hereby modified to provide for such revisions in project scope and purposes due to changed conditions as may be found necessary by the Chief of Engineers, to provide needed protection in Gering Valley: *Provided*, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility

report, which shall be coordinated with the Soil Conservation Service, for the approval of the President which shall set forth the plan of improvement, its economic justification, and his recommendations for local cooperation except that construction shall not be initiated until the expiration of the first period of sixty calendar days of continuous session of the Congress following the date on which such report is transmitted to it but only if between the date of transmittal and the expiration of such sixty-day period such report is not disapproved by Congress."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 97: On page 39, line 3, insert:

"The project for flood protection at Sioux Falls, South Dakota, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, Eighty-third Congress, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 133, Eighty-fourth Congress, is hereby modified to provide for extension of the authorized project to include flood protection in the reach between Western Avenue and Cherry Rock Dam, in accordance with plans to be prepared by the Chief of Engineers, at an estimated cost of \$560,000: *Provided*, That local interests agree to: (a) Furnish without costs to the United States all lands, easements, and rights-of-way; (b) hold and save the United States free from damages; (c) make all necessary relocation and utility changes; and (d) maintain and operate the project after completion."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 97 and agree to the same with an amendment, as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project for flood protection at Sioux Falls, South Dakota, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, Eighty-third Congress, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 133, Eighty-fourth Congress, to determine whether extension of the authorized project to include flood protection in the reach between Western Avenue and Cherry Rock Dam, is justified, and such modification is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of sixty calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress.

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 98: On page 39, line 18, insert:

"The project for flood protection on Vermillion River, South Dakota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in his report, dated June 1, 1960, at an estimated cost of \$6,010,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 98 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection on Vermillion River, South Dakota, is hereby authorized substantially in accordance with recommendations of the Chief of Engineers in House Document Numbered 426, Eighty-sixth Congress, at an estimated cost of \$6,010,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within fifty years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 108: On page 43, line 17, insert:

"The project for flood protection on Loyalhanna Creek at Latrobe, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 383, Eighty-sixth Congress, at an estimated cost of \$2,568,300."

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 108 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"The project for flood protection on Loyalhanna Creek, at Latrobe, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 383, Eighty-sixth Congress, at an estimated cost of \$2,568,300. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of

lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 111:

On page 45, line 1, insert:

"GILA RIVER BASIN

"The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000.

Mr. DAVIS of Tennessee. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate numbered 111 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"GILA RIVER BASIN

"The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate Amendment No. 112: On page 45, line 8, insert:

"WHITEWATER RIVER BASIN, CALIFORNIA

"The project for flood protection on Tahchevah Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 171, Eighty-sixth Congress, at an estimated cost of \$1,658,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House recede

and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate numbered 112 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"WHITEWATER RIVER BASIN, CALIFORNIA"

"The project for flood protection on Tahchevah Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 171, Eighty-sixth Congress, at an estimated Federal cost of \$1,105,000: *Provided*, That non-Federal interests shall bear 50 percent of the cost of the project including the cost of lands, easements, rights-of-way, and relocations."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 116: On page 47, line 1, insert:

"GLEASON CREEK, NEVADA"

"The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document 388, Eighty-sixth Congress, at an estimated cost of \$450,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate numbered 116 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"GLEASON CREEK, NEVADA"

"The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 388, Eighty-sixth Congress, at an estimated cost of \$450,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 117: On page 47, line 7, insert:

"GREAT SALT BASIN, UTAH"

"The project for flood protection on the Salt Lake City Streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000."

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate numbered 117 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"GREAT SALT BASIN, UTAH"

"The project for flood protection on the Salt Lake City Streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 153: On page 68, line 18, insert:

"DECLARATION OF POLICY"

"SEC. 401. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America shall be paid a fair and equitable amount for the property acquired and reimbursed for their actual losses."

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 153 and agree to the same with an amendment, as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"DECLARATION OF POLICY"

"SEC. 301. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America shall be paid a just and reasonable consider-

ation therefor. In order to facilitate the acquisition of land and interests therein by negotiation with property owners, to avoid litigation and to relieve congestion in the courts, the Secretary of the Army (or such other officers of the Department of the Army as he may designate) is authorized in any negotiation for the purchase of such property to pay a purchase price which will take into consideration the policy set forth in this section."

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 154: On page 69, line 1, insert:

"DISSEMINATION OF INFORMATION"

"SEC. 402. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and other requirements. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the proposed plans for acquisition and to obtain their comments thereon. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) basis and procedures for appraisals; (2) basis for offer to purchase property without going to court; (3) legal procedures in condemnation proceedings; (4) entitlement to payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required by occupants of Government acquired land; (8) deposits as advances to land and property owners; and (9) use of land by owner when easement is acquired. The operation of this section and the functions performed under it shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237)."

Mr. DAVIS of Tennessee. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. DAVIS of Tennessee moves that the House recede from its disagreement to the amendment of the Senate Numbered 154 and agree to the same with an amendment, as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

"DISSEMINATION OF INFORMATION"

"SEC. 302. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and any other requirements affecting owners and occupants. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be dis-

placed by the project in order to advise them of the proposed plans for acquisition and to afford them an opportunity to comment. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) factors considered in making the appraisals; (2) desire to purchase property without going to court; (3) legal right to submit to condemnation proceedings; (4) payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required from occupants of Government acquired land; (8) withdrawals by owners of deposits made in court by Government, and (9) use of land by owner when easement is acquired. The provisions of this section shall not subject the United States to any liability nor affect the validity of any acquisitions by purchase or condemnation and shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237)."

On page 10 of the House Engrossed bill, line 14, strike out "Numbered —," and insert in lieu thereof "Numbered 41."

Mr. McCORMACK. Mr. Speaker, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Massachusetts.

(Mr. McCORMACK asked and was given permission to speak out of order.)

Mr. McCORMACK. Mr. Speaker, I always like to take my colleagues into my confidence as quickly as possible in connection with action that I contemplate taking concerning the House of Representatives as such. In connection with the motion for an adjournment to a time certain, commonly referred to as a recess, when I offer the motion it will be to August 15, not August 8.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from Iowa.

Mr. GROSS. May I ask the gentleman when he proposes to offer the resolution?

Mr. McCORMACK. That is a question of fact.

Mr. HOFFMAN of Michigan. Mr. Speaker, I make the point of order that a quorum is not present. This is made with the best of motives. I want the Members to hear this statement.

Mr. McCORMACK. If the gentleman has the best of motives, may I ask that he refrain from exercising his right in this case? In the last days, may I not have enough influence with the gentleman to ask that?

Mr. HOFFMAN of Michigan. I should like to do something to please the gentleman.

Mr. McCORMACK. That would not please me.

Mr. HOFFMAN of Michigan. It would not please you?

Mr. McCORMACK. It would not.

Mr. HOFFMAN of Michigan. Then I will not do it.

Mr. McCORMACK. All right. I want to call to the attention of the Members important facts.

Mr. HOFFMAN of Michigan. Mr. Speaker, I did not withdraw my point of order. In view of the fact that it would not please the gentleman I do not

want to do it. I insist on the point of order that a quorum is not present.

Mr. McCORMACK. Mr. Speaker, I yield back the balance of my time. Will the gentleman then withdraw his point of order?

The SPEAKER pro tempore. The Chair will have to count, whether or not the gentleman yields back his time.

Mr. HOFFMAN of Michigan. Mr. Speaker, I understand from the majority leader that it would please him if I did withdraw it. Being very, very desirous of doing something to please him, I do withdraw it.

The SPEAKER pro tempore. The point of order is withdrawn. The gentleman from Massachusetts is recognized.

Mr. McCORMACK. I realize the feeling of the Members. I have the same feeling myself of the desire to adjourn sine die. On the other hand, we have the Democratic Convention starting on July 11 and the Republican Convention on July 25. I might say that the viewpoint of the leadership in the House has proven recognition of the fact that the Republican Convention, starting on July 25, probably would not finish July 30 or 31, and between that period and August 8 would be a very short period of time. It was consideration along that line that influenced the Speaker, and the leadership of this body.

Of course nobody would expect us to finish our business until our work is completed. There is nothing sacred about June 30, Congress adjourning sine die. As a matter of fact, I cannot remember when we did adjourn on June 30, sine die. There has always been a hangover after the end of the fiscal year. We are practical men, and we have to be practical in our considerations.

I assume that my Republican friends, now that they realize it will be August 15 instead of August 8, and I will stand pat on that and you have my word for that, I am sure they recognize that the Democratic National Convention is going to take place on July 11, and I am sure they would not want to do anything that would interfere with that taking place.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. Of course.

Mr. GROSS. With former President Truman apparently out of the Democratic convention, I wonder if it will be held as scheduled.

Mr. McCORMACK. I would say that President Truman is our problem and not your problem. Governor Rockefeller is your problem.

Mr. BROWN of Ohio. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield.

Mr. BROWN of Ohio. I am not so much worried about former President Truman. The thing that worries me is whether or not you can have an official Democratic convention without having "Fishbait" Miller there.

Mr. McCORMACK. May I say as an individual, and again my friend from Ohio is pleasantly probing, may I say as an individual that with Bill Miller—I never refer to him as "Fishbait," be-

cause Mrs. McCormack told me many years ago that after a person arrives at a certain age they should not be called by a nickname. She has a profound influence upon me. So you will understand it is the good influence and sound advice of Mrs. McCormack that a person after a certain age should not be called by a nickname, and I think there is a great deal of logic to it. In my opinion, a serious mistake was made when "Fishbait" was not asked. That shows how human we are when all of us have a little lapse at times.

Mr. BROWN of Ohio. Having had the pleasure of meeting Mrs. McCormack, I am satisfied that she has such a great influence on you.

Mr. McCORMACK. Do not worry about that.

Mr. BROWN of Ohio. Because my good wife has an influence on me. As vice chairman of the Republican National Committee, I am going to do the best I can to see that William Miller, alias "Fishbait" Miller, is invited to go to the Republican National Convention.

Mr. McCORMACK. I am sure my friend from Ohio, with the generous and gentlemanly disposition that he has, would not want to put Bill Miller in the position where he might have to pass upon such an invitation.

Mr. GREEN of Pennsylvania. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield.

Mr. GREEN of Pennsylvania. I just wanted to correct the gentleman from Ohio and also the majority leader. It is Dr. William Miller. He has an honorary doctor's degree, and he should be referred to as Dr. Miller.

Mr. BROWN of Ohio. May I add to that statement by saying I have been here long enough to learn that when I really want to find out what is going on around this House I go to Dr. William Miller.

Mr. McCORMACK. I agree with the gentleman. As majority leader, I would find my work immeasurably more difficult if it were not for Bill Miller. He serves all of us, without regard to party.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from Iowa.

Mr. GROSS. I, too, was interested in the Fishbait Miller story, and especially that the Democrats cannot afford to send him to the convention. I am glad to see the Democrats being so careful with their own money.

Mr. McCORMACK. We Democrats are always, unfortunately, in that position where money is concerned; but somehow or other we manage to struggle along.

Mr. HAYS. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield.

Mr. HAYS. I am glad to hear the majority leader say that this resolution will go to the 15th of August, because it may be that the Republican Convention will last even longer. I heard from one of the very high officials of the Republican Party in my State, up in the ranks of vice chairman or somewhere around there, that the keynote speaker might

be so carried away as to say that Chiang Kai Shek should be nominated. That really would throw them into an uproar.

Mr. McCORMACK. Mr. Speaker, I would like to give my colleagues some information as to the duration of previous sessions of Congress. The 1st session of the 80th Congress met on January 3, 1947. There were recesses of a week or two and the session adjourned on Sunday, December 19. In the 2d session we met on January 6, 1948. There were recesses during the session from June 20, 1948, to July 26, 1948, and from August 7, 1948, to December 31, 1948; and then we adjourned on Sunday, December 31.

The 81st Congress met on January 3, 1949, the 1st session, and adjourned October 19 of that year.

The 2d session of the 81st Congress met on January 3, 1950. There was the Easter recess, of course, from April 6 to 18, and then we were in recess from September 23, 1950, to November 27, 1950, and then finally adjourned on January 2, 1951.

The 1st session of the 82d Congress met on January 3, 1951, and outside of the Easter recess there was a recess from August 23, 1951, to September 12, and adjournment was on October 20 of that year. The 2d session of the 82d Congress met on January 8, 1952. There was the customary Easter recess. We finally adjourned that year on July 7, 1952.

Mr. BYRNES of Wisconsin. Mr. Speaker, will the gentleman yield at that point?

Mr. McCORMACK. I yield.

Mr. BYRNES of Wisconsin. If my memory serves me correctly, the Republican Convention was the following day in Chicago. We worked right up until that time.

Mr. McCORMACK. I am unable to answer that. I am just giving some facts showing that there is always this uncertainty.

Mr. PELLY. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield.

Mr. PELLY. I wonder if the distinguished majority leader would indicate as he goes through how many of these Congresses went for 3 months without doing any real work?

Mr. McCORMACK. That is another question. This Congress, of course, spent a protracted period of time on amendments to the civil rights bill. This has been a historic Congress in many respects. The admission of Hawaii into the Union is a matter of history. The constitutional amendment regarding the District of Columbia voting rights for President and Vice President is a historical event. I do not want to get into that at this time, when I am just trying to give some information to my colleagues to show that when the resolution comes up there should not be any opposition.

Mr. PELLY. The point I am raising is that we from the Pacific coast do not find it easy to sit around from Friday to Tuesday. We have a hard time with these recesses.

Mr. McCORMACK. I understand the gentleman's situation; but when we go over from Thursday to Monday, we have completed the week's work available at that time, and the gentleman knows as well as I do it crowds up toward the end of the session. I personally sent two letters to chairmen of standing committees urging them to get bills out of their subcommittees and the full committee, bills that must be acted on during the session, recognizing months ago in my own mind the difficulty that might present itself as we approached June 30.

Mr. PELLY. If the gentleman will yield further, I certainly do not object; I favor the Members having an opportunity to go to their conventions. It is an important thing for everyone.

Mr. JUDD. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield.

Mr. JUDD. I know the gentleman wants to give all the facts. I think he will remember that when the 80th Congress adjourned in June of 1948 and came back in the fall it came back in a special session called by President Truman. It had completed all its work when it adjourned.

Mr. McCORMACK. We did not adjourn on June 30.

Mr. JUDD. We adjourned sometime in June of 1948.

We adjourned in June sine die, and were called back by President Truman.

Mr. McCORMACK. I do not think we adjourned in June. It may have been in July.

Mr. HOEVEN. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from Iowa.

Mr. HOEVEN. The gentleman from Minnesota is correct, as far as I know. The question I want to ask is simply this: If we reconvene on August 15, can the gentleman give us an estimate as to the time it will be necessary to finish the business by the House at that time?

Mr. McCORMACK. I wish I could answer that question. I cannot give an answer because that is dependent upon the considerations of the other body.

Mr. HOEVEN. May I say that the distinguished majority leader in the other body said, according to press reports, he thought 2 or 3 weeks would be sufficient. Would the gentleman concur in that estimate?

Mr. McCORMACK. I would think, knowing the majority leader of the other body, his personality and his qualities of leadership, that any opinion he expressed in that respect would be one we might give serious consideration to. On the other hand, there are times when majority leaders do not have complete control of the situation.

Mr. HOEVEN. I understand that, but will not the distinguished majority leader join me in expressing the hope we can conclude our business by Labor Day?

Mr. McCORMACK. Absolutely. If we pass the aid-to-school construction bill, the minimum wage bill and the housing bill I think we can get through.

Mr. HOEVEN. By Labor Day?

Mr. McCORMACK. Yes.

Mr. GUBSER. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from California.

Mr. GUBSER. I would like to make a suggestion to the distinguished majority leader, if I may. I do not think that any personal inconvenience to Members of Congress should be considered because we are elected to accept that inconvenience. But I am thinking of members of our staff. I would respectfully suggest to the majority leader that in the event that a Member requires that members of his staff go to the home district and then return following the recess, some consideration should be given to remuneration of those staff members in the way of transportation costs only. I hope the majority leader will consider that matter.

Mr. McCORMACK. I am not immune to such consideration, but I have not complete control over that.

Mr. GUBSER. It is also my understanding that is a privilege which is accorded staff members in the other body.

Mr. COLMER. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from Mississippi.

Mr. COLMER. I would like to inquire of the majority leader, and I assume we are going to recess, what the program is for this body before the recess comes up? In other words, what is to be considered before the recess?

Mr. McCORMACK. I am unable to state. I can state the program for today, but I am unable to state what it will be tomorrow. I shall do so later in the day.

In the 83d Congress, the 1st session met on January 3, 1953. Outside of Easter recess, the House adjourned on August 3, 1953. It did a pretty good job that year.

The second session met on January 6 and, outside of the Easter recess, adjourned on August 20. The Senate was in recess from August 20 to November 8 and from November 18 to November 29. The final sine die resolution was December 2, 1954.

The 1st session of the 84th Congress, outside of the Easter recess, adjourned sine die on August 2, 1955.

The second session met on January 3 and adjourned on July 27, 1956.

I may say that were it not for the conventions I am satisfied we would be able to adjourn this month. I have that firm conviction. I think the conventions bring about this situation that confronts us at the present time.

The 85th Congress, 1st session, outside of the Easter recess, adjourned on August 30, 1957.

The 2d session of the 85th Congress met on January 7, 1958, and adjourned August 24, 1958.

The 1st session of the 86th Congress met on January 7, 1959, and we adjourned September 15. I just wanted to give this information to show that we always, of necessity, have gone beyond June 30. I would like to have stayed here and adjourned sine die. I would like to have had the situation such where

we could, but the situation is such where we cannot. In accordance with records of past sessions of Congress, they have gone well into July, and sometimes later months of the year. And, I repeat, I am satisfied that we would have been able to adjourn substantially before the end of July if it were not for the fact that two important national conventions take place this year; national conventions that we know are a very important part in the life of our country, not the life of the political parties alone but the life of our country, because no matter what one may say about a convention, out of that convention comes the nominee of the Republican Party and the nominee of the Democratic Party, and some one of those nominees for President and Vice President is going to be the next President and the next Vice President of the United States.

Mr. BYRNES of Wisconsin. Mr. Speaker, if the gentleman will yield, I certainly agree with the gentleman's statement with respect to these conventions. Certainly nobody would want to deny the members of either party the opportunity to attend their convention. Maybe the gentleman can refresh my memory, since he has looked up the record, but the gentleman, I think, said that the 1956 adjournment, which was the last Presidential election and the last year of a national convention, that we adjourned July 27. My memory seems to indicate that we adjourned prior to the convention of either party. Does the gentleman recall, Were the conventions in that year in August rather than in July? Maybe the gentleman can refresh my memory.

Mr. McCORMACK. My record here—and might I again take the House into my confidence—was prepared for me by the famous Dr. Miller, in whom everybody has such confidence. My record, as prepared for me by Dr. Miller, is that we adjourned August 2, 1955, the first session, and in the second session July 27, 1956.

Mr. BYRNES of Wisconsin. But in both of those years, I think the gentleman will agree with me, we adjourned before. Really the issue we have before us is the issue of getting through before the convention so that we do not get legislation thrown into the superpolitical charged atmosphere of a post-convention session. At least in 1952 and again in 1956, at least in those cases we adjourned prior to the convention. We arranged our business in such a way as to do so.

Mr. McCORMACK. Well, the conventions must have occurred at a later date.

Mr. BYRNES of Wisconsin. That is right. Of course, in 1952 they did not, but what we did is we went right up to the day before the convention, because I remember Members having to fly out early that morning in order to get to Chicago in time for the national convention the next day.

Mr. McCORMACK. All I gave this information for was to show that the sessions have gone beyond June 30. I thoroughly recognize and appreciate the feeling of the Members. I feel it myself.

Mr. BYRNES of Wisconsin. There is a suggestion here that we could go almost to July 9 and still accommodate the desires to go to the convention.

Mr. McCORMACK. I assure the gentleman that a careful survey has been made. I think we could have completed the business of the House. We could have completed the business of the House because we could get final action on certain bills. But, after a careful survey, it was recognized that the other body just could not complete their business, and it would be unreasonable to expect it. And, if they could not, the logical thing to do was to take the recess Saturday rather than some day next week.

Mr. BYRNES of Wisconsin. Mr. Speaker, I will say to the gentleman that I certainly agree.

Mr. CRAMER. Mr. Speaker, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Florida.

Mr. CRAMER. I should like to ask a question of the majority leader as to when this recess motion is expected to come up on the floor of the House.

Mr. McCORMACK. I am unable to answer that now. That is a matter of consultation. Of course, it cannot be later than tomorrow. I am not trying to avoid a direct reply, but I do not know. Again, it depends on what happens in the other body.

Mr. HOFFMAN of Michigan. Mr. Speaker, will the gentleman yield for a question?

Mr. DAVIS of Tennessee. I yield to the gentleman.

Mr. HOFFMAN of Michigan. May I ask the majority leader, in view of what he has just said, is that classified information?

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee [Mr. DAVIS]. The motion was agreed to.

A motion to reconsider the votes by which action was taken on the several motions was laid on the table.

IRON ORE IMPORTS ENDANGER TACONITE DEVELOPMENT

(Mr. BLATNIK asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. BLATNIK. Mr. Speaker, according to a recent issue of Steel magazine the production of steel will drop to 60 percent of rated capacity during the July 4 holiday week. Roger Blough, chairman of the board of the United States Steel Corp., confirmed this prediction the other day when he stated production of steel would level off at around 58 percent of rated capacity and remain at that level until August.

The drop in steel production will, of course, hit hard at steel-mill employees whose jobs are directly affected. Iron ore miners in northern Minnesota will also be hard hit since the demand for iron ore declines in direct ratio to cutbacks in steel production. As was pointed out recently in an article entitled "The Iron Ore Industry in Minnesota,"

by George Seltzer, associate professor of economics and industrial relations at the University of Minnesota:

The level of iron ore operations in Minnesota is dependent upon factors external to the State. It will be noted that the demand for iron ore, like that of other primary materials, is derived from the goods ultimately produced. In 1955, for example, iron blast furnaces, steel furnaces, and sintering plants [whose output is used almost exclusively in iron and steel production] accounted for more than 124 million of a total of some 125 million long tons of iron ore consumed in the United States. It is obvious, then, that the rate of iron-ore operations in Minnesota is affected most directly by the level of iron production and steel-making activity in the United States.

In other words, the demand for iron ore is directly related to variations in general business activity throughout the country, particularly variations in production of steel. During the recession of 1953-54, for instance, when steel production dropped from full capacity in 1953 to less than 70 percent capacity in 1954, Minnesota iron ore shipments dropped from 81,511,000 tons in 1953 to 49,081,000 tons in 1954. Production in 1955 climbed to 70 million tons; dropped slightly to 63 million in 1956; rose again to 68 million tons in 1957. During the 1957-58 recession when steel production fell from full capacity in December 1956 to less than 55 percent of capacity in the first half of 1958, Minnesota iron ore shipments dropped again to a low of 42,836,000 tons in 1958.

IRON ORE IMPORTS CONTINUE TO RISE

A drop in steel production with the accompanying cutback of domestic iron ore production this year raises the question once again of iron ore imports which do not seem to be affected in the same degree by steel cutbacks as is domestic production. Iron ore imports have increased four-fold since 1950, from 9.2 million net tons to 39.9 million net tons in 1959. The great bulk of the increase comes from Canada and Venezuela. In 1950, 2.1 million net tons of iron ore were imported from Canada. Last year Canadian imports totaled 15 million tons—a sevenfold increase. Venezuela, in 1950, was not a source of iron ore for this country. Last year 15.2 million tons were imported from that country.

Steel magazine predicts that more than 44 million tons of iron ore—a new record—will be imported by American steel mills this year. These imports are expected to fill about 33 percent of our steel mills' total requirements of 135 million tons.

According to Steel magazine the reason for the great increase in importation of iron ore is twofold. First, because iron ore is becoming a scarcer natural resource in this country. Second, because it is cheaper to mine ore and transport it at the lower wage rates in foreign countries and in foreign ships than it is to pay the American rates.

U.S. IRON ORE SUPPLY PLENTIFUL

It is certainly true that the domestic supply of high-grade, direct-shipment iron ore is dwindling. But to say that iron ore is becoming a scarce natural re-

Public Law 86-645
86th Congress, H. R. 7634
July 14, 1960

AN ACT

74 STAT. 480.

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—RIVERS AND HARBORS

River and
Harbor Act
of 1960.

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated: *Provided*, That the provisions of Section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full:

NAVIGATION

Eastport Harbor, Maine: Senate Document Numbered 98, Eighty-sixth Congress, at an estimated cost of \$595,000; Maine.
Southwest Harbor, Maine: House Document Numbered 408, Eighty-fifth Congress, at an estimated cost of \$240,000;
Stonington Harbor, Maine: House Document Numbered 36, Eighty-sixth Congress, at an estimated cost of \$198,000;
South Bristol Harbor, Maine: Senate Document Numbered 30, Eighty-sixth Congress, at an estimated cost of \$97,000;
Wells Harbor, Maine: House Document Numbered 202, Eighty-sixth Congress, at an estimated cost of \$340,000;
York Harbor, Maine: House Document Numbered 395, Eighty-sixth Congress, at an estimated cost of \$391,000;
Pepperell Cove, Maine: House Document Numbered 284, Eighty-sixth Congress, at an estimated cost of \$170,000;
Rye Harbor, New Hampshire: House Document Numbered 439, Eighty-sixth Congress, at an estimated cost of \$238,000; New Hampshire.
Cotuit Harbor, Massachusetts: House Document Numbered 142, Eighty-sixth Congress, at an estimated cost of \$320,000; Massachusetts.
Apponaug Cove, Rhode Island: House Document Numbered 143, Eighty-sixth Congress, at an estimated cost of \$180,000; Rhode Island and Connecticut.
Little Narragansett Bay and Watch Hill Cove, Rhode Island and Connecticut: House Document Numbered 396, Eighty-sixth Congress, at an estimated cost of \$98,000;
Moriches and Shinecock Inlets, New York: House Document Numbered 126, Eighty-sixth Congress, at an estimated cost of \$6,858,000; New York.
Mamaroneck Harbor (East Basin), New York: House Document Numbered 209, Eighty-sixth Congress, at an estimated cost of \$105,000;
Wilmington Harbor, Delaware: Senate Document Numbered 88, Eighty-sixth Congress, at an estimated cost of \$351,000; Delaware.
Ocracoke Inlet, North Carolina: House Document Numbered 408, Eighty-sixth Congress, at an estimated cost of \$4,623,000; North Carolina.

- South Carolina. Shem Creek, Charleston Harbor, South Carolina: House Document Numbered 35, Eighty-six Congress, maintenance;
- Florida. Everglades Harbor, Florida: House Document Numbered 147, Eighty-sixth Congress, at an estimated cost of \$117,200;
Gulf Coast Shrimp Boat Harbors, Florida: House Document Numbered 183, Eighty-sixth Congress, at an estimated cost of \$373,000;
Bakers Haulover Inlet, Florida: House Document Numbered 189, Eighty-sixth Congress, at an estimated cost of \$239,000;
Palm Beach Harbor, Lake Worth Inlet, Florida: House Document Numbered 283, Eighty-sixth Congress, at an estimated cost of \$4,980,000;
Miami Harbor, Florida: Senate Document Numbered 71, Eighty-fifth Congress, at an estimated cost of \$3,818,000;
Little Pass, Clearwater Bay, Florida: House Document Numbered 293, Eighty-sixth Congress, at an estimated cost of \$104,000;
St. Marks River, Florida: House Document Numbered 224, Eighty-sixth Congress, at an estimated cost of \$1,711,000;
- Alabama. Black Warrior, Warrior, and Tombigbee Rivers, Alabama, at Jackson lock and dam: House Document Numbered 50, Eighty-sixth Congress, at an estimated cost of \$120,000;
- Mississippi. Pascagoula Harbor, Mississippi: House Document Numbered 85, Eighty-sixth Congress, maintenance;
Pascagoula Harbor, Mississippi: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project authorized by the River and Harbor Act of 1954 (Public Law 790, Eighty-third Congress), House Document Numbered 98, Eighty-sixth Congress, to determine if further modification is warranted, and further modification of the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress.
- 68 Stat. 1248,
1251. Biloxi Harbor, Mississippi: House Document Numbered 271, Eighty-sixth Congress, at an estimated cost of \$326,000;
- Louisiana. Bayou Lafourche and Lafourche—Jump Waterway, Louisiana: House Document Numbered 112, Eighty-sixth Congress, at an estimated cost of \$4,664,000;
Bayous Petit Anse, Tigre, and Carlin, Louisiana: Senate Document Numbered 70, Eighty-fifth Congress, at an estimated cost of \$106,000;
Freshwater Bayou, Louisiana: House Document Numbered 435, Eighty-sixth Congress, at an estimated cost of \$7,485,000;
Calcasieu River and Pass, Louisiana: House Document Numbered 436, Eighty-sixth Congress, at an estimated cost of \$16,992,000;
- Texas. Texas City Channel, Texas: House Document Numbered 427, Eighty-sixth Congress, at an estimated cost of \$1,605,000;
Brazos Island Harbor, Texas: House Document Numbered 428, Eighty-sixth Congress, at an estimated cost of \$4,381,000;
- Arkansas and Louisiana. Ouachita and Black Rivers, Arkansas and Louisiana: Senate Document Numbered 112, Eighty-sixth Congress, in lieu of the navigation project authorized by the River and Harbor Act of 1950, Public Law 516, Eighty-first Congress, Senate Document Numbered 117, Eighty-first Congress, at an estimated cost of \$43,550,000;
- 64 Stat. 165.

In addition to previous authorizations, there is hereby authorized the completion of the Barkley Dam project in Kentucky, authorized by the River and Harbor Act of 1954, at an estimated additional cost of \$146,000,000: *Provided*, That the Chief of Engineers is hereby authorized to relocate the Illinois Central Railroad, as required by the construction of said project, in such manner as to eliminate and prevent interference with and disturbance of municipal and private facilities in Lyon County, Kentucky, not otherwise affected by the construction of the project, substantially in accordance with alinement "D" shown on the plans on file in the Office of the Chief of Engineers;

Mississippi River between Missouri River and Minneapolis, Minnesota at Dubuque, Iowa: House Document Numbered 56, Eighty-sixth Congress, at an estimated cost of \$38,000; Kentucky.
68 Stat. 1248.

Red Wing Harbor, Minnesota: House Document Numbered 32, Eighty-sixth Congress, at an estimated cost of \$170,400; Minnesota.

Menominee Harbor and River, Michigan and Wisconsin: House Document Numbered 113, Eighty-sixth Congress, at an estimated cost of \$715,000; Michigan and Wisconsin.

Milwaukee Harbor, Wisconsin: House Document Numbered 285, Eighty-sixth Congress, at an estimated cost of \$38,000;

Kewaunee Harbor, Wisconsin: Senate Document Numbered 19, Eighty-sixth Congress, at an estimated cost of \$81,900;

Two Harbors, Minnesota: House Document Numbered 146, Eighty-sixth Congress, at an estimated cost of \$162,000; Minnesota and Wisconsin.

Duluth-Superior Harbor, Minnesota and Wisconsin: House Document Numbered 150, Eighty-sixth Congress, at an estimated cost of \$2,364,000;

Duluth-Superior Harbor, Minnesota and Wisconsin: House Document Numbered 196, Eighty-sixth Congress, at an estimated cost of \$2,513,000;

Ashland Harbor, Wisconsin: House Document Numbered 165, Eighty-sixth Congress, at an estimated cost of \$1,495,000;

Presque Isle Harbor, Michigan: House Document Numbered 145, Eighty-sixth Congress, at an estimated cost of \$215,300; Michigan.

Marquette Harbor, Michigan: House Document Numbered 154, Eighty-sixth Congress, at an estimated cost of \$236,000;

Manistee Harbor, Michigan: House Document Numbered 358, Eighty-sixth Congress, at an estimated cost of \$1,735,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 319, Eighty-sixth Congress, at an estimated cost of \$8,570,000;

Calumet Harbor, Illinois and Indiana: House Document Numbered 1, Eighty-sixth Congress, at an estimated cost of \$5,240,000; Illinois and Indiana.

Indiana Harbor, Indiana: House Document Numbered 195, Eighty-sixth Congress, at an estimated cost of \$974,000;

Toledo Harbor, Ohio: House Document Numbered 153, Eighty-sixth Congress, at an estimated cost of \$14,684,000; Ohio.

Sandusky Harbor, Ohio: House Document Numbered 144, Eighty-sixth Congress, at an estimated cost of \$5,800,000;

Cleveland Harbor, Ohio: House Document Numbered 152, Eighty-sixth Congress, at an estimated cost of \$2,486,000;

Lorain Harbor, Ohio: House Document Numbered 166, Eighty-sixth Congress, at an estimated cost of \$19,323,000;

Fairport Harbor, Ohio: House Document Numbered 347, Eighty-sixth Congress, at an estimated cost of \$2,768,000;

Ashtabula Harbor, Ohio: House Document Numbered 148, Eighty-sixth Congress, at an estimated cost of \$4,077,000;

Erie Harbor, Pennsylvania: House Document Numbered 199, Eighty-sixth Congress, at an estimated cost of \$1,729,000; Pennsylvania.

- New York. Buffalo Harbor, New York: House Document Numbered 151, Eighty-sixth Congress, at an estimated cost of \$2,352,000;
Rochester Harbor, New York: House Document Numbered 409, Eighty-sixth Congress, at an estimated cost of \$2,445,000;
- California. Los Angeles and Long Beach Harbors (West Basin), California: House Document Numbered 401, Eighty-sixth Congress, at an estimated cost of \$1,768,000;
Monterey Harbor (Monterey Bay), California: House Document Numbered 219, Eighty-sixth Congress, at an estimated cost of \$3,989,000;
Noyo River and Harbor, California: House Document Numbered 289, Eighty-sixth Congress, at an estimated cost of \$370,000;
- Washington. Snohomish River (Everett Harbor), Washington: House Document Numbered 348, Eighty-sixth Congress, at an estimated cost of \$3,011,000;
- Hawaii. Kahului Harbor, Island of Maui, Hawaii: House Document Numbered 109, Eighty-sixth Congress, at an estimated cost of \$944,500;
- Hilo Harbor. Study. Hilo Harbor, Hawaii: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of a sea-wall to protect against tidal waves and excessive high tides, and the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress.

BEACH EROSION CONTROL

- Massachusetts. Wessagussett Beach, Weymouth, Massachusetts: House Document Numbered 334, Eighty-sixth Congress, at an estimated cost of \$132,000;
Pemberton Point to Cape Cod Canal, Massachusetts: House Document Numbered 272, Eighty-sixth Congress, at an estimated cost of \$139,300;
Cape Cod Canal to Provincetown, Massachusetts: House Document Numbered 404, Eighty-sixth Congress, at an estimated cost of \$178,000;
- Rhode Island. South Kingstown and Westerly, Rhode Island: House Document Numbered 30, Eighty-sixth Congress, at an estimated cost of \$140,300;
- New York. Atlantic Coast of Long Island, Fire Island Inlet to Montauk Point, New York: House Document Numbered 425, Eighty-sixth Congress, at an estimated cost of \$19,400,000;
- New Jersey. New Jersey Coast from Barnegat Inlet to Cape May Canal, New Jersey: House Document Numbered 208, Eighty-sixth Congress, at an estimated cost of \$1,714,000;
- Florida. Key West, Florida: House Document Numbered 413, Eighty-fifth Congress, at an estimated cost of \$231,200.
- Pennsylvania. Presque Isle Peninsula, Erie, Pennsylvania: House Document Numbered 397, Eighty-sixth Congress, periodic nourishment;
- California. Orange County, Newport Bay to San Mateo Creek, California: House Document Numbered 398, Eighty-sixth Congress, at an estimated cost of \$256,000.
- Reimbursement. SEC. 102. That the Secretary of the Army is hereby authorized to reimburse local interests for such work done by them, on the beach erosion projects authorized in section 101, subsequent to the initiation of the cooperative studies which form the basis for the projects: *Provided*, That the work which may have been done on these projects is approved by the Chief of Engineers as being in accordance with the projects hereby adopted: *Provided further*, That such reimbursement

shall be subject to appropriations applicable thereto or funds available therefor and shall not take precedence over other pending projects of higher priority for improvements.

SEC. 103. That the last paragraph of section 2 of the River and Harbor Act of July 3, 1930 (46 Stat. 933 at 945) pertaining to cooperative shore erosion studies and to the Beach Erosion Board, is hereby amended to read as follows: Shore erosion studies.
33 USC 426.

"The Chief of Engineers of the United States Army, under the direction of the Secretary of the Army, is authorized and directed to cause investigations and studies to be made in cooperation with the appropriate agencies of the various States on the Atlantic, Pacific, and gulf coasts and on the Great Lakes, and of the States of Alaska and Hawaii, the Commonwealth of Puerto Rico, and the possessions of the United States, with a view to devising effective means of preventing erosion of the shores of coastal and lake waters by waves and currents; and any expenses incident and necessary thereto may be paid from funds appropriated for General Investigations, Civil Functions, Department of the Army: *Provided*, That the Department of the Army may release to the appropriate cooperating agencies information obtained by these investigations and studies prior to the formal transmission of reports to Congress: *Provided further*, That no money shall be expended under authority of this section in any State which does not provide for cooperation with the agents of the United States and contribute to the project such funds or services as the Secretary of the Army may deem appropriate and require; that there shall be organized under the Chief of Engineers, United States Army, a Board of seven members, of whom four shall be officers of the Corps of Engineers and three shall be civilian engineers selected by the Chief of Engineers with regard to their special fitness in the field of beach erosion and shore protection. The Board will furnish such technical assistance as may be directed by the Chief of Engineers in the conduct of such studies as may be undertaken and will review the reports of the investigations made. In the consideration of such studies as may be referred to the Board by the Chief of Engineers, the Board shall, when it considers it necessary and with the sanction of the Chief of Engineers, make, as a board or through its members, personal examination of localities under investigation: *Provided further*, That the civilian members of the Board may be paid at rates not to exceed \$100 a day for each day of attendance at Board meetings, not to exceed thirty days per annum, in addition to the traveling and other necessary expenses connected with their duties on the Board in accordance with the provisions of section 5 of the Administrative Expenses Act of 1946, as amended (5 U.S.C. 73b-2)."

SEC. 104. (a) That the Secretary of the Army is authorized and directed to donate and convey by quitclaim deed to the Ship Canal Authority of the State of Florida all of the right, title, and interest of the United States of America in and to—

69 Stat. 394.

Ship Canal
Authority, Fla.
Land conveyance.

(1) lands in Putnam County, Florida, acquired by the United States of America by condemnation proceedings in the United States District Court for the Southern District of Florida, Jacksonville Division, as case numbered 356 U.S.J. Civil; and (2) lands in Marion County, Florida, acquired by the United States of America by condemnation proceedings instituted in the United States District Court for the Southern District of Florida, Ocala Division, as cases numbered 9, 10, 11, 12, 13, 14, 15, 16, and 22, U.S. Ocala Civil.

(b) It is intended hereby to authorize and direct the conveyance of all lands heretofore acquired by the United States with funds provided by the said authority for rights-of-way for a proposed ship canal across Florida.

(c) The conveyance authorized by this section shall be made without monetary consideration therefor but upon the conditions that the Ship Canal Authority of the State of Florida will, without cost to the United States: (1) when called upon by the Chief of Engineers, United States Army, to do so, reconvey to the United States, free of any encumbrances placed thereon during ownership by said authority, those lands conveyed pursuant to this section that are required for the Cross Florida Barge Canal; (2) relocate any roads, bridges, or utility lines constructed on or across such lands after the conveyance under this section by the United States, if the relocation thereof is required by the Chief of Engineers; (3) maintain and preserve improvements previously constructed upon the land by the Federal Government in a manner that will not increase the cost of the barge canal project; (4) hold the United States safe and free from any damages resulting from the aforementioned construction; and (5) devote the proceeds from sales of any lands conveyed to it under this section solely for the acquisition, for transfer to the United States free of cost, of any other lands required for the barge canal project.

(d) Nothing in this section shall be construed as a limitation on the right of the Ship Canal Authority of the State of Florida to select any of the lands that, in the opinion of the United States Army district engineer at Jacksonville, Florida, will not be required for the Cross Florida Barge Canal. Any surveys or descriptions required to permit the disposal of any such lands shall be paid for by the Ship Canal Authority of the State of Florida if desired by said authority prior to the appropriation of funds therefor by the Federal Government.

(e) Nothing in this section shall be construed as a waiver of the obligation of the Ship Canal Authority of the State of Florida to (1) furnish, without cost to the United States, all lands, easements, and rights-of-way necessary for the construction of the Cross Florida Barge Canal as authorized by the Act of July 23, 1942 (56 Stat. 703); (2) hold and save the United States free from any damages resulting from the construction of said barge canal; and (3) to take over, maintain and operate all highways, bridges, and roadways built in connection with the said barge canal project.

SEC. 105. The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project for improvement of the Missouri River between Sioux City, Iowa, and the mouth, authorized by the River and Harbor Act approved March 2, 1945, to determine if modification is warranted to provide for a lake in the abandoned river channel of the Missouri River between river miles 710 and 715 for recreational purposes, by means of: (a) Construction of a levee extending along the left bank of the new channel to be constructed in the Middle Decatur Bend area of the Missouri River; and (b) construction of hydraulic-fill closures at both ends of the old channel, and such modification is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress.

SEC. 106. The Corps of Engineers is authorized and directed to accept as a project feature the cost of necessary improvement of that section of West Virginia State Secondary Route 40/5 approximately eighty-five one-hundredths mile in length, from its junction with State Route 40 to its terminus near the Hildebrand lock and dam site on the Monongahela River in order to provide access thereto. This authority is provided with the understanding that this method

Missouri
River, study.

59 Stat. 10.

West Virginia.

will provide necessary access to the project at the least expenditure of Federal funds, and further that the State of West Virginia will accept as its responsibility the future maintenance of the road.

SEC. 107. (a) That the Secretary of the Army is hereby authorized to allot from any appropriations hereafter made for rivers and harbors not to exceed \$2,000,000 for any one fiscal year for the construction of small river and harbor improvement projects not specifically authorized by Congress which will result in substantial benefits to navigation and which can be operated consistently with appropriate and economic use of the waters of the Nation for other purposes, when in the opinion of the Chief of Engineers such work is advisable, if benefits are in excess of the cost.

Non-authorized projects.
Allotments.

(b) Not more than \$200,000 shall be allotted for the construction of a project under this section at any single locality and the amount allotted shall be sufficient to complete the Federal participation in the project under this section.

(c) Local interests shall provide without cost to the United States all necessary lands, easements and rights-of-way for all projects to be constructed under the authority of this section. In addition, local interests may be required to hold and save the United States free from damages that may result from the construction and maintenance of the project and may be required to provide such additional local cooperation as the Chief of Engineers deems appropriate. A State, county, municipality or other responsible local entity shall give assurance satisfactory to the Chief of Engineers that such conditions of cooperation as are required will be accomplished.

(d) Non-Federal interests may be required to share in the cost of the project to the extent that the Chief of Engineers deems that such cost should not be borne by the Federal Government in view of the recreational or otherwise special or local nature of the project benefits.

(e) Each project for which money is allotted under this section shall be complete in itself and not commit the United States to any additional improvement to insure its successful operation, other than routine maintenance, and except as may result from the normal procedure applying to projects authorized after submission of survey reports, and projects constructed under the authority of this section shall be considered as authorized projects.

(f) This section shall apply to, but not be limited to, the provision of low water access navigation channels from the existing channel of the Mississippi River to harbor areas heretofore or now established and located along the Mississippi River.

SEC. 108. (a) That whenever the Secretary of the Army, upon the recommendation of the Chief of Engineers, determines that notwithstanding the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, with respect to disposal of surplus real property, (1) the development of public port or industrial facilities on land which is part of a water resource development project under his jurisdiction will be in the public interest; (2) that such development will not interfere with the operation and maintenance of the project; and (3) that disposition of the property for these purposes under this section will serve the objectives of the project within which the land is located, he may convey the land by quitclaim deed to a State, political subdivision thereof, port district, port authority, or other body created by the State or through a compact between two or more States for the purpose of developing or encouraging the development of such facilities. In any case, where two or more political subdivisions thereof, or bodies created by, a State or group of States, seek to obtain the same land, the Secretary of the Army shall give preference to that political sub-

Surplus property, disposal.
40 USC 471 note.

division or body whose intended use of land will, in his opinion, best promote the purposes for which the project involved was authorized.

(b) Any conveyance authorized by this section shall be made at the fair market value of the land, as determined by the Secretary of the Army, upon condition that the property shall be used for one of the purposes stated in the subsection (a) of this section only, and subject to such other conditions, reservations or restrictions as the Secretary may determine to be necessary for the development, maintenance, or operation of the project or otherwise in the public interest.

(c) Prior to the conveyance of any land under the provisions of this section, the Secretary of the Army shall, in the manner he deems reasonable, give public notice of the proposed conveyance and afford an opportunity to interested eligible bodies in the general vicinity of the land to apply for its purchase.

(d) The Secretary of the Army may delegate any authority conferred upon him by this section to any officer or employee of the Department of the Army. Any such officer or employee shall exercise the authority so delegated under rules and regulations approved by the Secretary.

(e) The proceeds from any conveyance made under the provisions of this section shall be covered into the Treasury as miscellaneous receipts.

Surveys.

64 Stat. 168.

SEC. 109. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following named localities and subject to all applicable provisions of section 10 of the River and Harbor Act of 1950:

Prospect Harbor, Maine.

Calf Island, between Roque Island Bluffs and Seawall Point, Maine.

Green Harbor, Marshfield, Massachusetts.

Nauset Harbor, Massachusetts.

Eel Pond, Menauhant, Massachusetts.

Pleasant Bay, Massachusetts.

Rye Harbor (Playland Marina), New York.

Sturgeon Creek, Middlesex County, Virginia.

Beresford Creek, South Carolina.

Channel across Santa Rosa Peninsula and Santa Rosa Island, Florida, to connect East Bay with Santa Rosa Sound and Little Sabine Bay with the Gulf of Mexico.

Channel from vicinity of Avalon, Florida, to the waters of Escambia Bay.

Lake Pontchartrain, Louisiana.

Washburn Harbor, Wisconsin.

Little Bay De Noc, Michigan.

Ship Canal between Tacoma and Seattle, Washington.

Point Roberts, Washington.

Deep-water harbor in the Maalaea Bay Area, Island of Maui, Hawaii.

Deep-water harbor at Kahaluu, Island of Oahu, Hawaii.

Coastal waters, State of Hawaii, investigation of sites for possible use as anchorage areas for handling of explosives; areas of investigation to be designated by such State's Governor's Advisory Committee on Explosives.

SEC. 110. (a) That the project for a navigation channel in Saint Jones River, Delaware, authorized by the River and Harbor Act of June 25, 1910, insofar as said project relates to said stream upstream from Lebanon, Delaware, be and the same is hereby abandoned.

36 Stat. 638.

(b) That Saint Jones River upstream from Lebanon, Delaware, be, and the same is hereby, declared to be not navigable waters of the United States within the meaning of the Constitution and laws of the United States.

(c) The right to alter, amend, or repeal this section is hereby expressly reserved.

SEC. 111. Title I of this Act may be cited as the "River and Harbor Short title. Act of 1960".

TITLE II—FLOOD CONTROL

Flood Control
Act of 1960.

SEC. 201. That section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, and except as otherwise provided by law: *Provided*, That the authorization for any flood-control project herein adopted requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

49 Stat. 1571;
52 Stat. 1215.

Expiration
of authoriza-
tion.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

Procedures.
58 Stat. 887.

SEC. 203. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein: *Provided*, That the necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations heretofore or hereafter made for flood control so as to be ready for rapid inauguration of a construction program: *Provided further*, That the projects authorized herein shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements: *And provided further*, That penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

Projects
authorized.

BLACKSTONE RIVER BASIN

The project for flood protection on Blackstone, Mill, and Peters Rivers, in Woonsocket, Rhode Island, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Eighty-fifth Congress, at an estimated cost of \$2,970,000.

THAMES RIVER BASIN

The project for the West Thompson Reservoir on the Quinebaug River, Connecticut, is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 41, Eighty-sixth Congress, at an estimated cost of \$4,010,000.

CONNECTICUT RIVER BASIN

The plan for flood protection on the Chicopee River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 434, Eighty-sixth Congress, at an estimated cost of \$5,180,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

The project for flood protection on the Westfield River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 109, Eighty-sixth Congress, at an estimated cost of \$3,240,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

The plan for flood control and related purposes on the Farmington River, Connecticut and Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 443, Eighty-sixth Congress, at an estimated cost of \$12,052,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with inter-

est within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

PAWCATUCK, CONNECTICUT

The project for hurricane-flood protection at Pawcatuck, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 212, Eighty-sixth Congress, at an estimated Federal cost of \$409,000.

HOUSATONIC RIVER BASIN

The project for flood control dams and reservoirs on the Naugatuck River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 372, Eighty-sixth Congress, at an estimated cost of \$10,230,000.

STAMFORD, CONNECTICUT

The project for hurricane-flood protection at Stamford, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 210, Eighty-sixth Congress, at an estimated Federal cost of \$3,030,000 for construction, and at an estimated Federal cost of maintenance and operation of \$31,000 annually.

CENTRAL AND SOUTHERN FLORIDA

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$23,000,000 for the prosecution of the central and southern Florida comprehensive plan for flood control and other purposes approved in the Flood Control Act of 1948, and subsequent Acts of Congress, and such comprehensive plan is hereby modified to include the following:

62 Stat. 1176.

The project for canals, levees, and water control and drainage structures in the Nicodemus Slough area, Glades County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers contained in Senate Document Numbered 53, Eighty-sixth Congress, at an estimated cost of \$318,000.

That the levees around Lake Okeechobee, Florida, authorized by the Rivers and Harbors Act approved July 3, 1930, and modified by the Flood Control Act approved June 30, 1948, and subsequent Acts, shall be known and designated as the Herbert Hoover Dike, and any law, regulation, document, or record of the United States in which such levees are referred to under any other name or designation shall be held to refer to such levees as the Herbert Hoover Dike.

46 Stat. 925;
62 Stat. 1176.
Herbert Hoover
Dike.

PEARL RIVER, MISSISSIPPI

The project for flood protection on the Pearl River at Jackson, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 441, Eighty-sixth Congress, at an estimated cost of \$3,609,000.

LOWER MISSISSIPPI RIVER

45 Stat. 534.
33 USC 702a-m,
704.

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items of work and the authorization for said project is increased accordingly:

(a) In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000 to provide for the continued prosecution of the channel improvement feature of the project.

TRINITY RIVER BASIN

59 Stat. 10.

The comprehensive plan for improvement of the Trinity River and tributaries, Texas, as authorized by the River and Harbor Act of 1945, is hereby modified to include the following projects:

(a) The project for flood protection on Big Fossil Creek in the Richland Hills area, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 407, Eighty-sixth Congress, at an estimated cost of \$1,861,400.

(b) Modification and extension of the Fort Worth Floodway on the West Fork of the Trinity River and tributaries, at Fort Worth, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 402, Eighty-sixth Congress, at an estimated cost of \$2,241,000.

GUADALUPE RIVER BASIN

The project for flood control on Blieders Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 180, Eighty-sixth Congress, at an estimated cost of \$1,060,000.

BRAZOS RIVER BASIN, TEXAS

68 Stat. 1248.

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$21,000,000. for the prosecution of the comprehensive plan for the Brazos River Basin authorized by the Flood Control Act of September 3, 1954.

RED-OUACHITA RIVER BASIN

60 Stat. 641.

The general plan for flood control and other purposes on Red River, Texas, Oklahoma, Arkansas, and Louisiana, below Denison Dam, Texas and Oklahoma, as authorized by the Flood Control Act of 1946, and amended and supplemented by subsequent Acts of Congress, is hereby further modified to provide for additional improvements for flood control, drainage, and other purposes, substantially in accordance with the recommendations of the Chief of Engineers as follows:

(a) McKinney Bayou, Arkansas and Texas: House Document Numbered 220, Eighty-sixth Congress, at an estimated cost of \$346,400.

(b) Maniece Bayou, Arkansas: House Document Numbered 288, Eighty-sixth Congress, at an estimated cost of \$668,400.

(c) East Point, Louisiana: House Document Numbered 406, Eighty-sixth Congress, at an estimated cost of \$273,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and

acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

(d) Garland City, Arkansas: The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of emergency bank protection at Garland City, Arkansas, and the project is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress.

WHITE RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$50,000,000, for the prosecution of the comprehensive plan for the White River Basin authorized by the Flood Control Act of June 28, 1938, as amended and supplemented 52 Stat. 1218. by subsequent Acts of Congress.

Modification of the existing flood protection project for Village Creek, White River, and Mayberry Levee Districts, White River, Arkansas, is hereby authorized substantially in accordance with plan I as contained in House Document Numbered 225, Eighty-sixth Congress, at an estimated cost of \$294,000: *Provided*, That the Secretary of the Army is hereby authorized and directed to cause a restudy to be made under the direction of the Chief of Engineers of plan III as contained in the House Document Numbered 225, Eighty-sixth Congress, and to report to Congress his findings thereon.

Report to
Congress.

ARKANSAS RIVER BASIN

The general comprehensive plan for flood control and other purposes for the Arkansas River Basin, approved by the Act of June 28, 1938, as amended, and the multiple-purpose plan for the Arkansas River and tributaries, Arkansas and Oklahoma, approved by the River and Harbor Act of July 24, 1946, as amended, are hereby further amended to provide for the incorporation of the two plans into a single plan of development: *Provided*, That authorizations heretofore, herein and hereafter made available for the Arkansas River Basin shall be applicable to the combined plan of development. 52 Stat. 1218. 60 Stat. 634.

There is hereby authorized to be appropriated the sum of \$179,000,000 for prosecution of the combined plan of development for the Arkansas River Basin as herein authorized.

RIO GRANDE BASIN

The project for improvement of the Rio Grande Basin is hereby authorized substantially as recommended by the Chief of Engineers in Senate Document Numbered 94, Eighty-sixth Congress, at an estimated cost of \$58,300,000.

Conditions and
limitations.

The approval granted above shall be subject to the following conditions and limitations:

Cochiti Reservoir, Galisteo Reservoir, and all other reservoirs constructed by the Corps of Engineers as a part of the Middle Rio Grande project will be operated solely for flood control and sediment control, as described below:

(a) the outflow from Cochiti Reservoir during each spring flood and thereafter will be at the maximum rate of flow that can be carried at the time in the channel of Rio Grande through the middle valley without causing flooding of areas protected by levees or unreasonable damage to channel protective works: *Provided*, That whenever during the months of July, August, September, and October, there is more than two hundred twelve thousand acre-feet of storage available for regulation of summer floods and the inflow to Cochiti Reservoir (exclusive of that portion of the inflow derived from upstream flood-control storage) is less than one thousand five hundred cubic feet per second, no water will be withdrawn from storage in Cochiti Reservoir and the inflow derived from upstream flood-control storage will be retained in Cochiti Reservoir.

(b) Releases of water from Galisteo Reservoir and Jemez Canyon Reservoir during the months of July, August, September, and October, will be limited to the amounts necessary to provide adequate capacity for control of subsequent summer floods; and such releases when made in these months, or thereafter, will be at the maximum rate practicable under the conditions at the time.

(c) Subject to the foregoing, the storage of water in and the release of water from all reservoirs constructed by the Corps of Engineers as part of the Middle Rio Grande project will be done as the interests of flood and sediment control may dictate: *Provided*, That the Corps of Engineers will endeavor to avoid encroachment on the upper two hundred and twelve thousand acre-feet of capacity in Cochiti Reservoir, and all reservoirs will be evacuated completely on or before March 31 of each year: *And provided further*, That when estimates of anticipated streamflow made by appropriate agencies of the Federal Government indicate that the operation of reservoirs constructed as a part of the Middle Rio Grande project may affect the benefits accruing to New Mexico or Colorado, under the provisions of the eighth unnumbered paragraph of article VI of the Rio Grande compact, releases from such reservoirs shall be regulated to produce a flow of ten thousand cubic feet per second at Albuquerque, or such greater or lesser rate as may be determined by the Chief of Engineers at the time to be the maximum safe flow, whenever such operation shall be requested by the Rio Grande compact commissioner for New Mexico or the commissioner for Colorado, or both, in writing prior to commencement of such operation.

(d) All reservoirs of the Middle Rio Grande project will be operated at all times in the manner described above in conformity with the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande compact, and no departure from the foregoing operation schedule will be made except with the advice and consent of the Rio Grande Compact Commission: *Provided*, That whenever the Corps of Engineers determines that an emergency exists affecting the safety of major structures or endangering life and shall so advise the Rio Grande Compact Commission in writing these rules of operation may be suspended during the period of and to the extent required by such emergency.

(e) The foregoing regulations shall not apply to storage capacity which may be allocated to permanent pools for recreation and fish and

wildlife propagation: *Provided*, That the water required to fill and maintain such pools is obtained from sources entirely outside the drainage basin of the Rio Grande.

UPPER MISSISSIPPI RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$12,000,000 for the prosecution of the comprehensive plan for the Upper Mississippi River Basin, approved in the Act of June 28, 1938, as amended and supplemented by subsequent Acts of Congress. 52 Stat. 1215.

The flood protection project on Redwood River at Marshall, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 417, Eighty-sixth Congress, at an estimated cost of \$2,252,000.

The project for the Coralville Reservoir on Iowa River in Iowa, as authorized by the Act of June 28, 1938 (52 Stat. 1215), is hereby modified in order to provide for a highway bridge across Coralville Reservoir at or near the Mehaffy site, such site to be mutually satisfactory to the Secretary of the Army, the chief engineer, Iowa State Highway Commission, and the Board of Supervisors of Johnson County, Iowa, to replace the previously existing bridge crossing of Johnson County on County Road Y. Such bridge shall be constructed under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with such plans as may be approved by the Chief of Engineers and the chief engineer, Iowa State Highway Commission: *Provided*, That prior to the award of any contract for the construction of the bridge or the approach roads authorized by this paragraph, local interests, acting through the Board of Supervisors of Johnson County, Iowa, shall contribute toward the cost of the construction of such bridge and approach roads such amounts as the Secretary of the Army shall determine to be equitable, and the United States shall pay all other costs of such bridge and approach roads.

MISSOURI RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$207,000,000 for the prosecution of the comprehensive plan for the Missouri River Basin approved in the Act of June 28, 1938, as amended, and supplemented by subsequent Acts of Congress. 52 Stat. 1215.

The report of the Chief of Engineers on Wilson Dam and Reservoir, Saline River, Kansas, submitted in compliance with Public Law 505, Eighty-fourth Congress, published as Senate Document Numbered 96, Eighty-sixth Congress, is hereby approved, and construction of the project as a unit of the comprehensive plan of improvement for the Missouri River Basin authorized by the Flood Control Act approved December 22, 1944, is hereby authorized at an estimated cost of \$18,081,000. 70 Stat. 126. 58 Stat. 887.

The project for flood protection in the Gering and Mitchell Valleys, Nebraska, authorized by the Flood Control Act of July 3, 1958 (Public Law 500, Eighty-fifth Congress), in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 139, 84th Congress, is hereby modified to provide for such revisions in project scope and purposes due to changed conditions as may be found necessary by the Chief of Engineers, to provide needed protection in Gering Valley: *Provided*, That construction shall not be initiated until the Chief of Engineers shall submit a feasibility report, which shall be coordinated with the Soil Conservation Service, for the ap- 72 Stat. 312.

proval of the President which shall set forth the plan of improvement, its economic justification, and his recommendations for local cooperation except that construction shall not be initiated until the expiration of the first period of 60 calendar days of continuous session of the Congress following the date on which such report is transmitted to it but only if between the date of transmittal and the expiration of such 60-day period such report is not disapproved by Congress.

168 Stat. 1262. The Secretary of the Army is hereby authorized and directed to cause an immediate study to be made under the direction of the Chief of Engineers of the project for flood protection at Sioux Falls, South Dakota, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, Eighty-third Congress, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 133, Eighty-fourth Congress, to determine whether extension of the authorized project to include flood protection in the reach between Western Avenue and Cherry Rock Dam, is justified, and such modification is hereby authorized as determined to be justified by the Secretary of the Army with the approval of the President, unless within the first period of 60 calendar days of continuous session of the Congress after the date on which the report is submitted to it such report is disapproved by Congress.

The project for flood protection on Vermillion River, South Dakota, is hereby authorized substantially in accordance with recommendations of the Chief of Engineers in House Document Numbered 426, Eighty-sixth Congress, at an estimated cost of \$6,010,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

That the Fort Randall Dam and Reservoir project, South Dakota, is modified to provide for construction of a free highway bridge over the Missouri River at an appropriate location west of Platte, South Dakota, under the direction of the Secretary of the Army and the supervision of the Chief of Engineers, in accordance with such plans as may be approved by the Chief of Engineers, in order to provide adequate crossing facilities over such river for highway traffic in the area and in replacement of the closure of the Wheeler Bridge by reason of construction of said reservoir at a Federal cost not to exceed \$4,500,000: *Provided*, That local interests shall construct all necessary approaches to the bridge site, and provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the bridge.

The project for flood protection on Cheyenne River and tributaries, South Dakota and Wyoming, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 280, Eighty-sixth Congress, at an estimated cost of \$272,000.

OHIO RIVER BASIN

The project for flood protection on Lynn Camp Creek at Corbin, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in the House Document Numbered 282, Eighty-sixth Congress, at an estimated cost of \$645,000.

The project for flood control and allied purposes on Laurel River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 413, Eighty-sixth Congress, at an estimated cost of \$21,900,000: *Provided*, That construction of the project shall not be commenced until the agency designated to market the power has entered into an agreement which would insure that the power would be sold at rates sufficient to repay with interest within 50 years all costs allocated to power.

The project for flood control and allied purposes on Little Sandy River, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 440, Eighty-sixth Congress, at an estimated cost of \$11,900,000.

The project for flood protection on Connoquenessing Creek at Butler, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 110, Eighty-sixth Congress, at an estimated cost of \$1,558,700.

The project for flood protection on Loyalhanna Creek, at Latrobe, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 383, Eighty-sixth Congress, at an estimated cost of \$2,568,300. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

The project for the North Fork Reservoir on the North Fork of Pound River, Virginia, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 184, Eighty-sixth Congress, at an estimated cost of \$3,681,000.

The project for flood protection on the West Branch of the Mahoning River, Ohio, authorized in Public Law 85-500, in accordance with the recommendations of the Chief of Engineers in House Document 191, Eighty-fifth Congress, is hereby modified to provide that the entire local share of cost for water for pollution abatement and for municipal and industrial water supply purposes is \$5,200,000, of which \$3,230,000 will be paid in cash during construction, and the unpaid balance at the time the project is placed in useful operation, \$1,970,000, may be paid in cash at that time or repaid on an annual basis in accordance with the principles of title III of said Public Law 85-500. 72 Stat. 313.

GREAT LAKES BASIN

The project for flood protection on Cayuga Inlet at and in the vicinity of Ithaca, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 204, Eighty-sixth Congress, at an estimated cost of \$3,950,000.

The project for flood protection on Smokes Creek at and in the vicinity of Lackawanna, New York, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 200, Eighty-sixth Congress, at an estimated cost of \$1,974,000.

GILA RIVER BASIN

The plan of improvement for flood protection and allied purposes on the Gila and Salt Rivers, Gillespie Dam to McDowell Dam site, Arizona, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 279, Eighty-sixth Congress, at an estimated Federal cost of \$3,300,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

WHITEWATER RIVER BASIN, CALIFORNIA

The project for flood protection on Tahchevalh Creek at and in the vicinity of Palm Springs, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 171, Eighty-sixth Congress, at an estimated Federal cost of \$1,105,000: *Provided*, That non-Federal interests shall bear 50 percent of the cost of the project including the cost of lands, easements, rights-of-way, and relocations.

MOJAVE RIVER BASIN

The plan for flood control on the Mojave River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers, in House Document Numbered 164, Eighty-sixth Congress, at an estimated cost of \$3,070,000.

LOS ANGELES RIVER BASIN

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$32,000,000 for the prosecution of the comprehensive plan approved in the Act of August 18, 1941, as amended and supplemented by subsequent Acts of Congress.

WALNUT CREEK BASIN

The plan for flood protection on Walnut Creek, California, is hereby authorized substantially as recommended by the Chief of Engineers in House Document Numbered 76, Eighty-sixth Congress, at an estimated cost of \$17,980,000.

SACRAMENTO RIVER BASIN

The project for flood protection on the Sacramento River, California, authorized by the Flood Control Act approved March 1, 1917, as amended and modified by subsequent Acts of Congress, is further modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 103, Eighty-sixth Congress, and there is hereby authorized to be appropriated the sum of \$14,240,000 for the prosecution of the initial phase of bank erosion control works and setback levees on the Sacramento River. 39 Stat. 948.

LAS VEGAS WASH, NEVADA

The project for flood protection on Las Vegas Wash and tributaries, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 405, Eighty-sixth Congress, at an estimated cost of \$13,410,000.

GLEASON CREEK, NEVADA

The project for flood protection on Gleason Creek, Nevada, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 388, Eighty-sixth Congress, at an estimated cost of \$450,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pursuant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

GREAT SALT BASIN, UTAH

The project for flood protection on the Salt Lake City Streams, Jordan River Basin, Utah, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 213, Eighty-sixth Congress, at an estimated cost of \$6,060,000. No obligation shall be incurred for the cost of this project where the flood control benefits are exclusively for local flood control, as determined by the Secretary of the Army (except costs of planning, design, and acquisition of water rights), unless the State or one or more other non-Federal entities shall have entered into an agreement in advance to assume at least 20 per centum of the cost (except costs of planning, design, and acquisition of water rights) of the completed project allocated to the production of local flood control benefits, payable either as construction proceeds or pur-

suant to a contract providing for repayment with interest within 50 years. The actual cost, or fair market value of lands, easements, rights-of-way, and work performed or services rendered prior to completion of construction of the project, which are furnished by a non-Federal entity, shall be included in the share of the cost to be borne by the non-Federal entity.

COLUMBIA RIVER BASIN

52 Stat. 1215;
64 Stat. 170;
68 Stat. 1248;
72 Stat. 297.

In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$148,000,000 for the projects and plans for the Columbia River Basin, including the Willamette River Basin, authorized by the Flood Control Act of June 28, 1938, and subsequent Acts of Congress, including the Flood Control Acts of May 17, 1950, September 3, 1954, and July 3, 1958, and these projects and plans are hereby modified to include:

The project for construction of the Foster Reservoir on the South Santiam River, Willamette River Basin, Oregon, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 104, Eighty-sixth Congress, at an estimated cost of \$17,340,000.

Merced River
development.

SEC. 204. That, in recognition of the flood-control accomplishments of the multiple-purpose Merced River development including the Bagby, New Exchequer, and Snelling Dams and Reservoirs, proposed to be constructed on the Merced River by the Merced Irrigation District of California, there is hereby authorized to be appropriated a monetary contribution toward the construction cost of such development and the amount of such contribution shall be determined by the Secretary of the Army in cooperation with the Merced Irrigation District, subject to a finding by the Secretary of the Army, approved by the President, of economic justification for allocation of the amount of flood control, such funds to be administered by the Secretary of the Army: *Provided*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the Merced Irrigation District shall have entered into an agreement providing for operation of the dams and reservoirs in such manner as will produce the flood-control benefits upon which the monetary contribution is predicated, and such operation of the dams and reservoirs for flood control shall be in accordance with rules prescribed by the Secretary of the Army pursuant to the provisions of section 7 of the Flood Control Act of 1944 (58 Stat. 890): *Provided further*, That the funds appropriated under this authorization shall be administered by the Secretary of the Army in a manner which shall assure that the annual Federal contribution during the project construction period does not exceed the percentage of the annual expenditure for the dams and reservoirs which the total flood control contribution bears to the total cost of the dams and reservoirs: *And provided further*, That, unless construction of the development is undertaken within four years from the date of enactment of this Act, the authority for the monetary contribution contained herein shall expire.

33 USC 709.

Mokelumne
River dam.

SEC. 205. That, in recognition of the flood control accomplishments of the multiple purpose dam and reservoir (or dams and reservoirs) proposed to be constructed on the Mokelumne River by the East Bay Municipal Utility District of Oakland, California, there is hereby authorized to be appropriated a monetary contribution toward the construction cost of such dam and reservoir (or dams and reservoirs) and the amount of such contribution shall be determined by the Secretary of the Army in cooperation with the East Bay Municipal Utility District, and the Secretary of the Interior, subject to a finding by the Secretary of the Army, approved by the President, of economic

justification for allocation of the amount of flood control, such funds to be administered by the Secretary of the Army: *Provided*, That the plan of improvement proposed by the East Bay Municipal Utility District will afford a degree of flood control which in the opinion of the Secretary of the Army is adequate for the Mokelumne River as a part of the overall flood control program for the central valley: *Provided further*, That, prior to making the monetary contribution or any part thereof, the Department of the Army and the East Bay Municipal Utility District shall have entered into an agreement providing for operation of the dam or dams in such manner as will produce the flood control benefits upon which the monetary contribution is predicated, and such operation of the dam or dams for flood control shall be in accordance with rules prescribed by the Secretary of the Army pursuant to the provisions of section 7 of the Flood Control Act of 1944 (54 Stat. 890): *Provided further*, That prior to making the monetary contribution or any part thereof, the Department of the Army and the East Bay Municipal Utility District shall have entered into an agreement to provide adequately for mitigation of damages to fish and wildlife consistent with the other purposes of the project: *And provided further*, That the funds appropriated under this authorization shall be administered by the Secretary of the Army in a manner which shall assure that the annual Federal contribution during the project construction period does not exceed the percentage of the annual expenditure for the dam and reservoir (or dams and reservoirs) which the total flood control contribution bears to the total cost of the dam and reservoir (or dams and reservoirs).

33 USC 709.

SEC. 206. (a) That, in recognition of the increasing use and development of the flood plains of the rivers of the United States and of the need for information on flood hazards to serve as a guide to such development, and as a basis for avoiding future flood hazards by regulation of use by States and municipalities, the Secretary of the Army, through the Chief of Engineers, Department of the Army, is hereby authorized to compile and disseminate information on floods and flood damages, including identification of areas subject to inundation by floods of various magnitudes and frequencies, and general criteria for guidance in the use of flood plain areas; and to provide engineering advice to local interests for their use in planning to ameliorate the flood hazard: *Provided*, That the necessary surveys and studies will be made and such information and advice will be provided for specific localities only upon the request of a State or a responsible local governmental agency and upon approval by the Chief of Engineers.

Flood hazards,
etc., studies.

(b) The Secretary of the Army is hereby authorized to allot, from any appropriations hereafter made for flood control, sums not to exceed \$1,000,000 in any one fiscal year for the compilation and dissemination of such information.

SEC. 207. (a) That whenever, in connection with the construction of any authorized flood control, navigation or multiple-purpose project for the development of water resources, the Chief of Engineers, under the direction of the Secretary of the Army, determines it to be in the public interest to utilize existing public roads as a means of providing access to such projects during construction, he may, at his discretion, improve, reconstruct and maintain such roads and he may contract with the local authority having jurisdiction over the roads to accomplish the necessary work. The accomplishment of such work may be carried out with or without obtaining any interest in the land on which the road is located in accordance with mutual agreement between the parties: *Provided*, (1) That the Chief of Engineers determines that such work would result in a saving in Federal cost as opposed to the cost of providing a new access road at Federal expense,

Use of
public
roads.

(2) That, at the completion of construction, the Chief of Engineers will, if necessary, restore the road to at least as good condition as prior to the beginning of utilization for access during construction, and

(3) That, at the completion of construction, the responsibility of the Chief of Engineers for improvement, reconstruction and maintenance shall cease.

(b) That, for such water resources projects, under construction or to be constructed, when the taking by the Federal Government of an existing public road necessitates replacement, the substitute provided will as nearly as practicable serve in the same manner and reasonably as well as the existing road. The Chief of Engineers is authorized to construct such substitute roads to design standards comparable to those of the State in which the road is located, for roads of the same classification as the road being replaced. The traffic existing at the time of the taking shall be used in the determination of the classification.

Flood control,
surveys.

SEC. 208. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its territorial possessions, which include the following-named localities: *Provided*, That after the regular or formal reports made on any survey are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress if such review is required by the national defense or by changed physical or economic conditions: *Provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this title until the project for the proposed work shall have been adopted by law:

Ogunquit, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Old Orchard, Cape Elizabeth, Portland, and Phippsburg, and adjacent coastal areas, Maine.

Patuxent River, Maryland.

Pithlachascotee River, Masaryktown, Anclote River, Lake Tarpon, Brooksville, and adjacent areas, Florida.

Phillippi Creek, Florida.

Indian River and other streams draining into Indian Lake and Lake Michigan in the vicinity of Manistique, Michigan.

Atherton Creek, San Mateo County, California.

Wildcat and San Pablo Creeks, Contra Costa County, California.

Streams in Marin County, California, flowing into Richardson Bay, an arm of San Francisco Bay, including Coyote Creek and Arroyo Corte Madera del Presidio Creek.

Island of Hawaii, State of Hawaii, construction of dikes, barriers, or walls, to protect lives and property from lava flows resulting from volcanic eruption.

Kahoma Stream, Island of Maui, Hawaii.

Edwards Under-
ground Res-
ervoir.

SEC. 209. The Chief of Engineers, under the direction of the Secretary of the Army, is authorized and directed to cause an investigation and study to be made, in cooperation with appropriate agencies of the State of Texas, with a view to devising effective means of accomplishing the recharge and replenishment of the Edwards Underground

Reservoir as a part of plans for flood control and water conservation in the Nueces, San Antonio and Guadalupe River Basins of Texas: *Provided*, That the State of Texas or its agencies contribute toward the cost of such study such funds or services as the Secretary of the Army may deem appropriate: *Provided further*, That the findings of such study shall be presented in a joint report signed by the appropriate representatives of the Governor of Texas and of the Chief of Engineers.

SEC. 210. In addition to previous authorizations, there is hereby authorized to be appropriated the sum of \$60,000,000 for the prosecution of the comprehensive plan adopted by section 9(a) of the Act approved December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress), as amended and supplemented by subsequent Acts of Congress, for continuing the works in the Missouri River Basin to be undertaken under said plans by the Secretary of the Interior. 58 Stat. 891.

SEC. 211. (a) The Secretary of the Army is authorized and directed to pay to any bona fide lessee or permittee owning improvements, which are or which were situated on a railroad right-of-way, the fair value of any such improvements, which have been or will be rendered inoperative or be otherwise adversely affected by the construction of the Tuttle Creek Reservoir project on the Blue River, Kansas, as determined by the Secretary, or by the United States District Court for the District of Kansas on which is conferred jurisdiction for this purpose.

(b) The Secretary of the Army is authorized to provide the funds necessary to carry out the provisions of this section from any moneys appropriated for the construction of the Tuttle Creek Reservoir project.

SEC. 212. Title II of this Act may be cited as the "Flood Control Act of 1960". Short title.

TITLE III—ACQUISITION OF REQUIRED LAND

DECLARATION OF POLICY

SEC. 301. It is hereby declared to be the policy of Congress that owners and tenants whose property is acquired for public works projects of the United States of America shall be paid a just and reasonable consideration therefor. In order to facilitate the acquisition of land and interests therein by negotiation with property owners, to avoid litigation and to relieve congestion in the courts, the Secretary of the Army (or such other officers of the Department of the Army as he may designate) is authorized in any negotiation for the purchase of such property to pay a purchase price which will take into consideration the policy set forth in this section.

DISSEMINATION OF INFORMATION

SEC. 302. Within six months after the date that Congress authorizes construction of a water resource development project under the jurisdiction of the Secretary of the Army, the Corps of Engineers shall make reasonable effort to advise owners and occupants in and adjacent to the project area as to the probable timing for the acquisition of lands for the project and for incidental rights-of-way, relocations, and any other requirements affecting owners and occupants. Within a reasonable time after initial appropriations are made for land acquisition or construction, including relocations, the Corps of Engineers shall conduct public meetings at locations convenient to owners and tenants to be displaced by the project in order to advise them of the

proposed plans for acquisition and to afford them an opportunity to comment. To carry out the provisions of this section, the Chief of Engineers shall issue regulations to provide, among other things, dissemination of the following information to those affected: (1) factors considered in making the appraisals; (2) desire to purchase property without going to court; (3) legal right to submit to condemnation proceedings; (4) payments for moving expenses or other losses not covered by appraised market value; (5) occupancy during construction; (6) removal of improvements; (7) payments required from occupants of Government acquired land; (8) withdrawals by owners of deposits made in court by Government, and (9) use of land by owner when easement is acquired. The provisions of this section shall not subject the United States to any liability nor affect the validity of any acquisitions by purchase or condemnation and shall be exempt from the operations of the Administrative Procedure Act of June 11, 1946, as amended (60 Stat. 237).

SEC. 303. Title III of this Act may be cited as the "Land Acquisition Policy Act of 1960".

Approved July 14, 1960.

5 USC 1001
note.
Short title.

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